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THE Fisherman

—THE LONG ISLAND, METROPOLITAN NEW YORK EDITION—

January 10th—16th, 1985
Volume 20, Number 1

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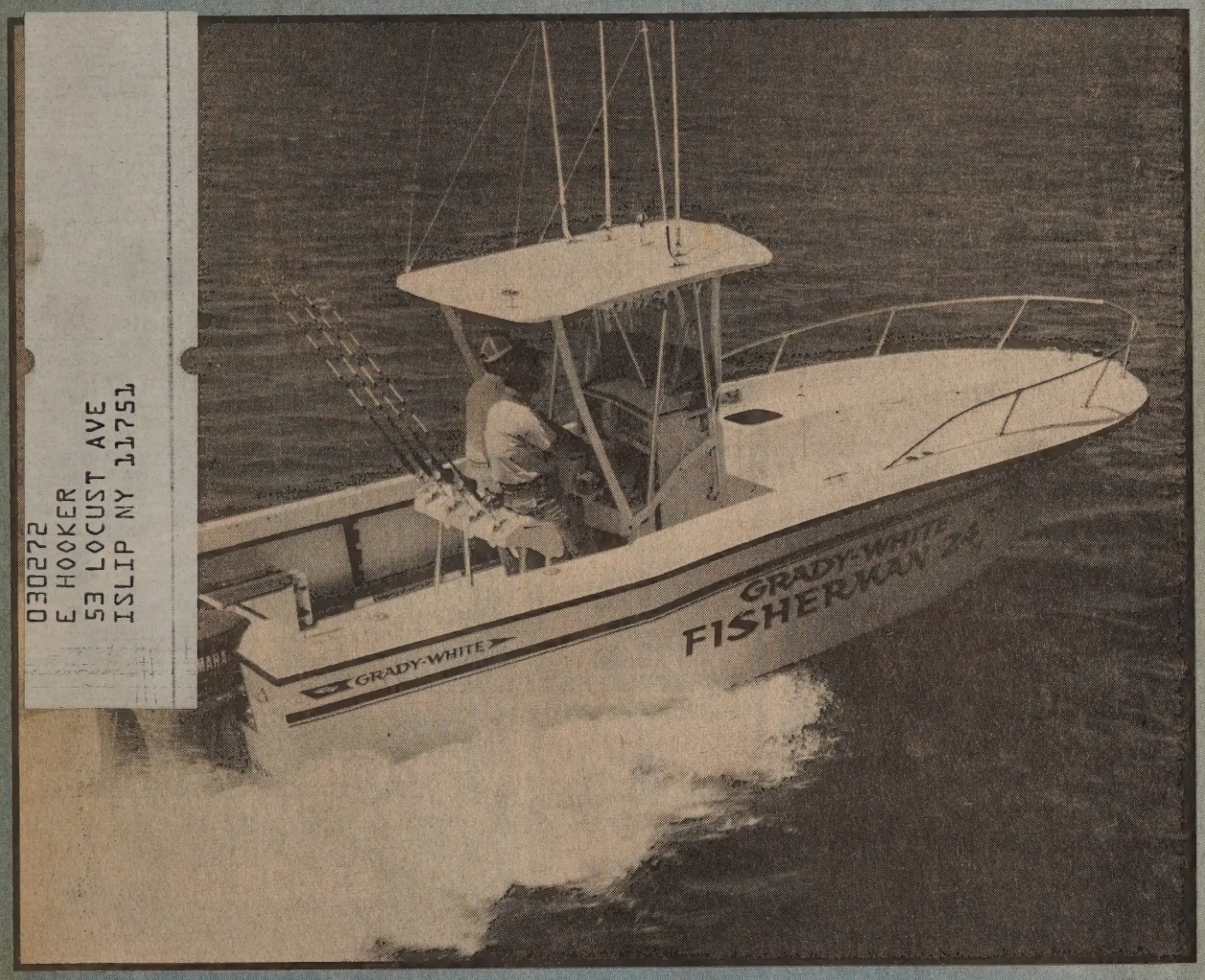

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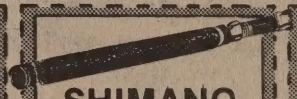

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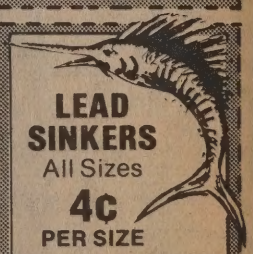

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THE Fisherman

—THE LONG ISLAND. METROPOLITAN NEW YORK EDITION—

Volume 20, Number 1 January 10th, 1985

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ABOUT THE COVER:

Well thought out fishing machines, such as this Grady-White 249 Center Console (featured on page 30), should attract plenty of attention from anglers at the New York National Boat Show. *The Fisherman* will be berthed at its usual slip on the third floor, so stop by and say hello.

Publisher: Richard Reina

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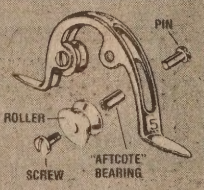

A simple rinsing with fresh water after each use, and guides with "Aftcote" bearings perform perfectly for years. "Aftcote," a dry-film lubricant bonded to the bearings for life, keeps the action silky-smooth, shrugs off saltwater and corrosion, and cannot wash off!

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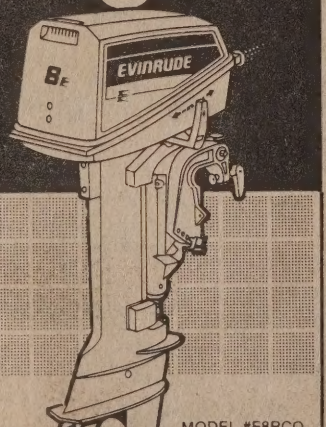

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SEAMANSHIP COURSE OFFERED AT GATEWAY

The U.S. Coast Guard Auxiliary, Plumb Beach Flotilla 11-7, will present a 16 week safe boating course beginning January 21, 1985 at the Gateway National Recreation Area, Floyd Bennett Field, Brooklyn, New York, Bldg. #1 at 8PM. This course, the most extensive offered by the Auxiliary, will cover basic boating skills and seamanship, chart reading, piloting, marine engines, weather and other interesting and vital subjects.

Upon successful completion of the course, an official certificate will be issued. The certificate may entitle the boat owner to a discount on marine insurance.

This course is offered free to everyone. A nominal fee is required to cover the cost of the textbook, chart and piloting tools used in the course. The course may be taken without materials. To reserve a place in the course, or for further information, call Glenn Dockstader, Public Education Officer at 634-7160 or Andy Russo at 232-3511.

BOATING COURSE IN BROOKLYN

Flotilla 11-5 of the U.S. Coast Guard Auxiliary has announced once again they will render their famous public education Boating Skills and Safety course. This is the longest and most practical 16-lesson course, as given by the Auxiliary. The course is geared to prepare the student for the new Coastal Piloting Course which is an advanced course in coastal navigation. Eleven different lecture type of lessons take the student from boat handling through radio-telephone communication. The last five lessons are devoted to the table-top- working and physical aspect of the actual course plotting on nautical charts. Upon completion of this course, the student will be well versed in safety afloat. Each lesson is of two hour duration and will commence on Tuesday, February 5, 1985, at 8PM at the beautiful Diamond Point Yacht Club, which is located at 1350 Paerdegat Ave, in the Canarsie section of Brooklyn, NY. Lessons will be held on every Tuesday evening until the conclusion, sometime in June. Please remember that the course is free. To those students wishing to be supplied with course materials, a slight fee will be charged to cover the cost of these supplies. Remember, anyone over the age of 12 is welcome. After the course is concluded, two post-graduate lessons are offered, dealing with compass calibration on your boat, an introduction to Loran C and how to buy a safe boat at the conclusion of the class, those students who satisfactorily finish the course, a handsome diploma, supplied by the Coast Guard is their added reward.

For more info, call Harry Frankel at 212-868-8853, any business day, 9:30 to 4:30 or at 212-266-0552 any evening. You may also write to him at 2069 85th St., Brooklyn, NY 11214.

NEW SHOWROOM OPENS IN LONG BEACH

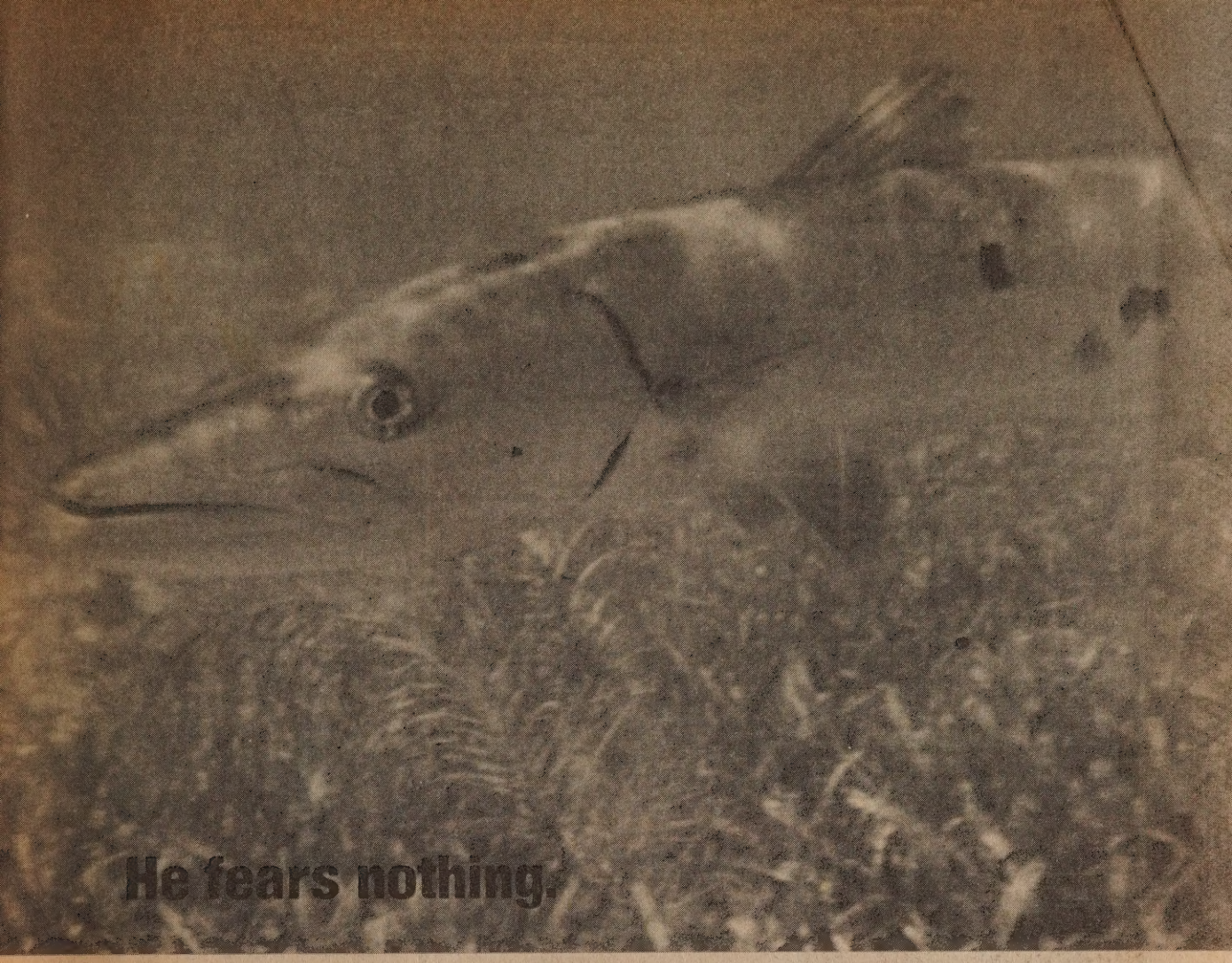
Marineland at Long Beach is proud to announce the opening of its brand new, enclosed new boat showroom, adjacent to its existing location at West Park St. & New York Avenue, Long Beach. On display will be Aquasport, Century, Cobalt, Aquapatio an Tollycraft Boats. Stop in and look the place over and have a cup of coffee on sales manager, Sonny Panzarella.

MARKING CHANGE PROPOSED FOR CG DOCUMENTATION

Proposed regulations issued by the Coast Guard November 19 would eliminate the requirement for documented vessels to be marked with a hailing port. In lieu of the hailing port marking, the owner would be required to mark the transom with the abbreviation "U.S." and the official six-digit Coast Guard number assigned that vessel. Letters and numerals would have to be "block-type arabic" at least four inches in height and durable. Those who wish to continue to mark a hailing port for personal reasons would be permitted to do so. Vessels now properly documented and marked would be permitted to retain existing markings for five years from the date the proposed regulations are effective. Any change in home port or change in ownership prior to the five-year limit would require the markings to be changed at that time to comply with the proposed regulations.

The Coast Guard has determined that the economic impact of the proposed change is minimal, and notes that marking a particular vessel can cost only a few dollars or hundreds of dollars, depending upon materials used and who does the work. The proposal would require marking a vessel with a group of letters and numbers, whereas current regulations require marking the name of the port. For new vessels, there would be some savings, says the Coast Guard. And the argument that a vessel name and home port provides quick identification doesn't wash since name and port may be duplicated; better identification can be gained by using the official number, which is unique.

Those who care to comment on the proposal must do so by February 19th. Write Commandant (G-CMC/



But he hasn't met Ryobi's new SL Graphite Reel.

He's lean and mean.
The new SL is, too, with its graphite body, spool and rotor.

He's fast and unpredictable.
The new SL Graphite is ready for action with its large-capacity spool.

He'll take a bite out of anything.
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He's planning his next move.
Yours should be to a Ryobi dealer.

The new SL Graphite is available in five saltwater models.

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A TOUGH, DEPENDABLE & ECONOMICAL FISHING BOAT/MOTOR COMBO

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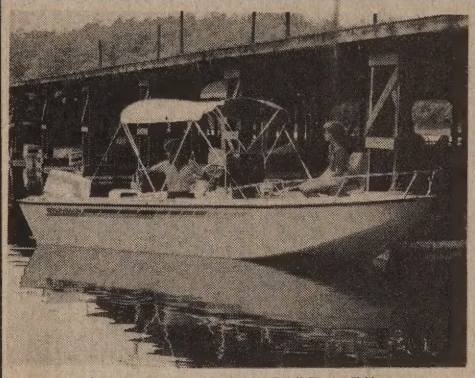
FIRST TIME OFFERED IN THIS AREA!



GRUMMAN 5.0 METER (17')

Also includes: 4 life jackets, anchor, line, flares, fire extinguisher, 85 amp. hr. battery & horn.
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CAR-TOPPER (11'5")	$515.
12' FISHERMAN	$699.
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5.0 CENTER CONSOLE	$4,495.
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19-11 CROSS BAY BLVD., BROAD CHANNEL, QUEENS, N.Y.

240, (CGD 84-027), U.S. Coast Guard, Washington, DC 20593. For information call Lieutenant Commander Robert Meeks, 202-426-1492.

BOATING SKILLS COURSE IN LINDENHURST

An eight lesson course in Boating Skills and Seamanship will be given by Flotilla 1-4 of the U.S. Coast Guard Auxiliary. Classes will be run from January 15 to March 19, 1985 at the Lindenhurst Junior High School Tuesday evening from 8 to 10 PM in Cafeteria 4. Registration is Tuesday, January 8, 1985 at the Lindenhurst Junior H.S. Cafeteria 4, from 7:30 to 9PM. Cost for material is $12.50.

Upon satisfactory completion of the course students will be given a U.S. Coast Guard Auxiliary certificate. This certificate is honored by most insurance companies for a discount on boat insurance. For further information, call Charles Hansen at 957-6266, Stew Carmen, 957-6705 or Tom Farrish, 226-4215.

MONTAUK CAPTAINS ASSOC.

The Montauk Captains Association, the largest organization of charter boat captains in Montauk, would like to inform the public of its 1985 agenda.

Officers for 1985 are: Capt. Joe McBride, President; Capt. Gloria Hayes, Vice Pres.; Capt. Fritz Ruge, Secretary; Capt. Roy White, Treasurer; and Trustees: Captains Frank Braddick, Howard Kiedaisch and Fred Faro.

New York Boat Show January 10-20: We would like to invite the public to our 4th floor booth and encourage them to try for the donated free shark trip raffle. We will also have a booth at the L.I. Sportsmans Expo starting Jan. 23; there will be a raffle there also. This will be free to the public. Please feel free to meet and speak to your captains; book 1985 charter or just discuss fishing.

On February 8 and 9, we will support and participate in the Sea Grant Sportfishing Seminar at SUNY Farmingdale. This is a very interesting educational activity for both professional and other fishermen.

1985 MCA Charity Shark Tournament: To be held at Captains Cove Marina, Westlake Drive, Montauk, NY on Saturday and Sunday, July 6th and 7th. Proceeds from the tournament will be donated 50-50 to worthy charities and prizes for the first three winners. Call 668-5995 for entry information. The public is welcome as either entrant or spectator. Tagging and release of sharks will be encouraged.

The minimum rates for 1985 are as follows: Spring (to June 1st), $375; half-day, $250; full day offshore (shark, trolling etc.), $500; full day inshore, $450 and giant tuna, $500 (plus bait).

These are minimum rates. Please discuss the rates with your captain. Also, please discuss the sale of giant tuna with your captain.

STEER STRAIGHT FOR THE FISH AT A BOTTOM-HUGGING PRICE.

The new SI-TEX EZ-7 means Loran C receivers no longer cost more than most fishermen care to spend.

But that's only one good reason to buy it. The EZ-7 guides you back to favorite fishing spots by the most direct course. And then guides you directly back to the dock, slip, ramp or inlet channel when the day's fishing is over. Which lets you spend more time fishing and less time getting there and back. Plus, the money you save on fuel will pay for your EZ-7 before you know it.

The EZ-7 gives you precise digital read-outs of your position in Lat/Lon coordinates. Instant memory not only stores and recalls position for fishing spots and return, but also for safely navigating shallow waters, channels and bends in rivers.

Built-in ComPuNav course computer provides three selectable steering displays simultaneously. Including cross track error. Time, distance and bearing to go. Boat's heading. Course and speed made good. Even the time of day.

What's more, the EZ-7 is the world's simplest-to-operate Loran. And it takes up very little space in your boat.

The new EZ-7. It's truly the fisherman's Loran. Write for brochure. SI-TEX, P.O. Box 6700, Clearwater, FL 33518.

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CHUM LINES

SUSPICIOUS OF WHERE WE STAND

Dear Sirs:

I feel impelled to write this with the feeling that it will never appear in *Chum Lines*. Through the years, the magazine's policy seems to favor a state fishing license. It fades when the opposition makes itself known, only to emerge again after a brief cooling off period.

Why a saltwater fishing license?

It seems pretty obvious that the main reason is to get an awful lot of money into the hands of our politicians and their hangers-on. Any good appointed commissioner will know that his accomplishments are judged by the size of his staff, rather than the good he has done. There will be studies, amended studies, ecological impact statements and so on, ad infinitum. Just take Westway and the striped bass issue as an example. Many people who never saw a fish without a dinner plate under it will make a good living and never have to worry abut getting that dreadful smell off his hands and clothing.

If you are a boatman, you may have visions of launching ramps and artificial reefs dancing around in your mind. The owners of those beautiful shore-front homes are hardly likely to welcome a ramp in their midst. Even if a few were constructed, where would you park? How would the villages react to bulky trailered boats on their already gridlocked roads? I fear that there will be an awful lot of expensive studies conducted before your visions bear fruit.

After studies are made the conferences follow. That means a bit of wining and dining plus junkets to far away places with strange sounding names.

Now what does all this man to the surf caster and other shore-bound anglers? Is it going to put more fish and less seaweed at the end of his line? You can stock a lake or stream, but are any of the experts going to come up with a formula for doing that in the bays and ocean? Should they pay for the ramps and reefs of their apparently more affluent fellow fishermen? Are you buggy owners going to gain any access to your rapidly shrinking stretches of beach?

When this comes to pass I want to be at a few of the bridges across Jamaica Bay with a camera when the bounty hunters move in on the elderly, the poor and the kids seeking a bit of relaxation from the teeming city streets. I forecast an awful lot of wet uniforms.

So you shrug it off and say, "It's only a few dollars." What about next year? Bear in mind that in 1983 a night pass to the State Parks was free. In 1984, it cost $5. 1985? Well, soon you will see that once the ball starts rolling, it never stops. If you think a license is going to be any different, you are awfully naive. *Edward J. Haring.*

Now and again we'll get a letter where the reader indicates doubt that the letter will ever appear in Chum Lines. *Perhaps the writer believes this will improve the chances of us publishing the letter (that we wouldn't dare not publish it now), or perhaps the writer sincerely believes we'll file the letter in a circular file. Unless a letter is lost in the mail, is personally intended for a staff member (then it gets a private response), or is outdated, we publish all other letters.* Chum Lines *is your section of the magazine. Sure, we may not always agree with the writer's letter, but that is not important. Say what you want in your forum. Others will read your opinions and those others will make up their own minds. That is how it works in a free society.*

Specific to your letter. Yes, a license will put money into the hands of politicians. As with all public programs, we hope there will be no corruption, but we're realistic and we know there will be some; there always is.

As for ramps, you're right. Ramps cannot be built anywhere. However, license or no, we need ramps and there are a number of sites on Long Island that could accommodate a ramp and avoid the difficulties you mention at the same time.

Can we put more fish in the ocean? Yes, license or no, we can and must put more of certain species in the ocean and we do this with proper management, hatcheries, better legislation, research, and caring.

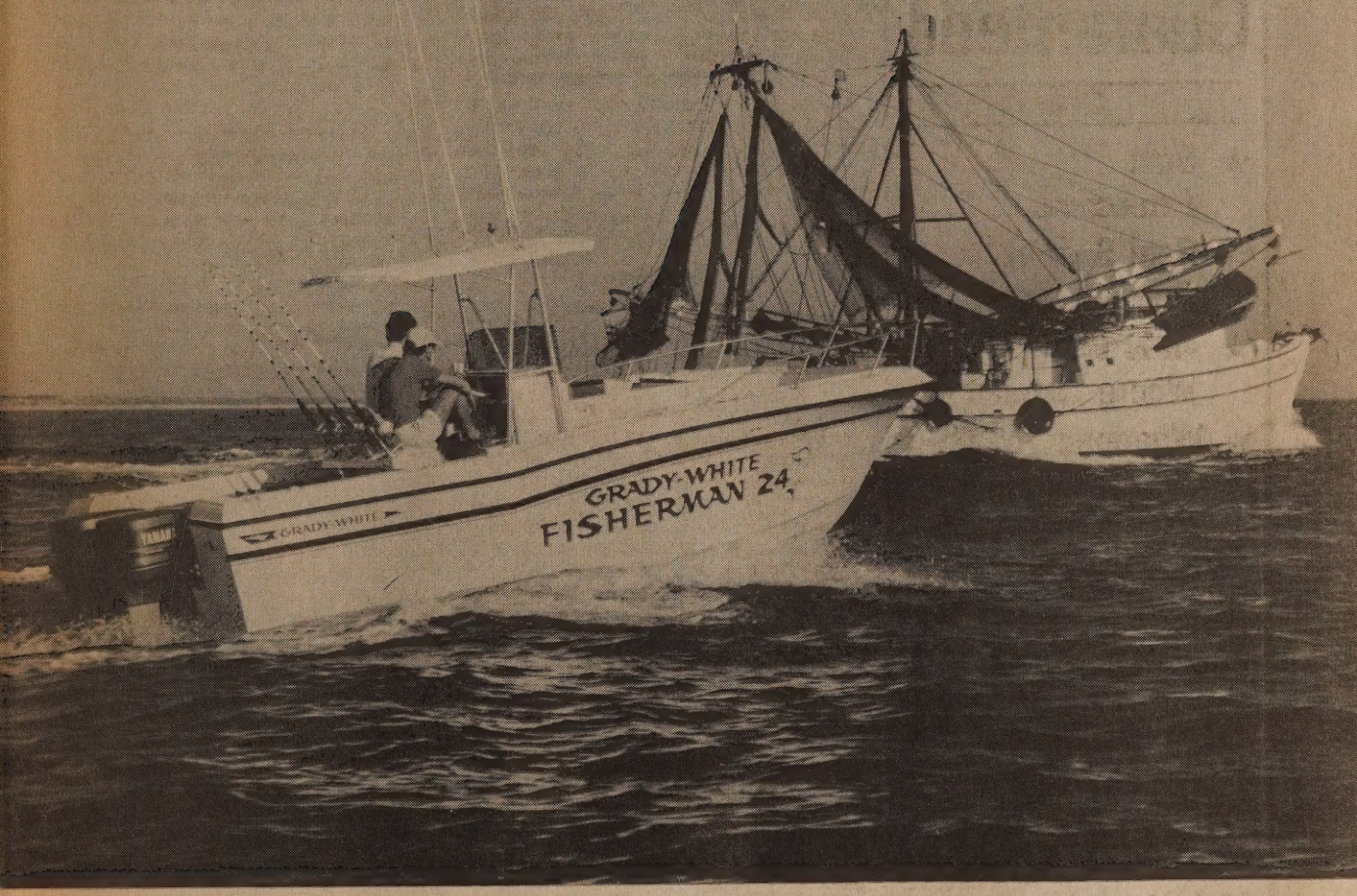
Would the price of a license keep going up? Probably, but then the price of everything keeps going up. Chances are the house you own cost you $25-50,000 fifteen years ago or so, but today it can be worth $150,000-$200,000. I remember gasoline at 18 cents a gallon. Why state the obvious? The price of permits goes up and the price of ground beef.

It is important to understand that there is a growing trend towards a saltwater license. Texas, Louisiana, Maryland, Delaware, Virginia, and a few other states are either seriously considering a license or have passed license legislation. We shouldn't bury our heads. Discussion of the license questions will take place in Albany sooner or later. If our heads are in sand when they do, we may get just another tax and only a tax.

The fact that New York is one of the

"...A STEP UP THE EVOLUTIONARY LADDER."

Bob Stearns, BOATING MAGAZINE (Nov. 1984)



Bob Stearns analyzes boats professionally. So, he doesn't impress easily. Yet he describes our 249 Fisherman as a breakthrough sportfishing design.

But that's what you expect from Grady-White.

Lockable storage for all your *rods*, electronics, tackle and gear means the only thing you have to unload at the dock is fish. Functional ideas like this come from over 25 years of sportfishing experience.

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last states to move reflects the strong feelings of vocal saltwater fishermen in this state against a license. Yet, we can't share the feeling that we're like the little Dutch boy with his finger in the dike. Dr. W.A. Muller.

NAME THIS ROD!

Maybe you can help me out. I have a split bamboo fishing pole that is older, or at least as old as me: 73. I haven't seen a fishing pole like this before and I was wondering what company made it. The label on it has a piece taken out, but has the name *Barracuda, Saint Petersburg, Florida.* The winding is heavy fishing line; the tip, double guides; brass, small reel seat. I can't describe—the guides are wound with light silk thread or something like it.

Will appreciate if you can help. *Joseph Novak.*

I commiserate with you. I have a rod that's very similar to the one you describe in your letter, and I have no markings on it at all. It may well have been a custom product that remains unsigned by the artist. Barracuda *may be a brand name or the model name. Since the rod is greater than 73 years old, as you point out, it is virtually impossible to tell, unless one of our readers has a recollection that goes back that far. In that case, let me encourage anyone with information to write to me at The Fisherman and we'll pass it on in Chum Lines.* Dr. W.A. Muller.

FLOUNDER DISEASE?

Dear Dr. Muller:

On a recent flounder trip out of Nick's Marina in Merrick, I caught 33 flounder. Upon cleaning the fish, I noticed on the intestines of two of them many white, ball-shaped growths. They were attached to the outside of the intestines. Do you have any idea what these growths were?

I did not investigate any further than to try to remove one of them by nudging it with the knife. It did not move, so I just continued to clean the rest of the fish.

A subsequent trip resulted in 33 more flounder and none of those fish had these growths.

Did you ever see anything like that, or hear of it before? I have heard much about cancer lately in fish. Is that possibly what this was? Do you think they were good to eat? I should have kept a sample to show someone but I didn't. *Joseph H. Calamia.*

It is impossible to be sure of what you saw. In order to make an accurate scientific judgment, it is necessary to have samples for study and analysis.

The white objects you saw could be any one of a number of things from parasites, to fat bodies, to polyps, to small tumors, to anatomical anomalies, etc. It is generally true that such fish are safe to eat. Fish parasites are not contagious to humans; tumors in fish cannot create tumors in humans through ingestion,

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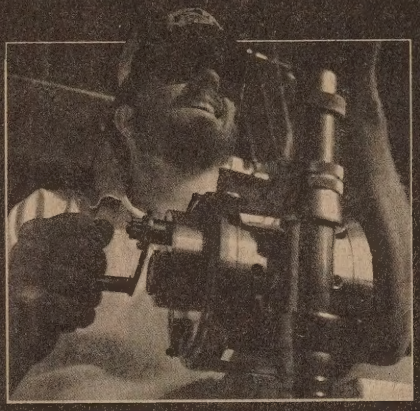

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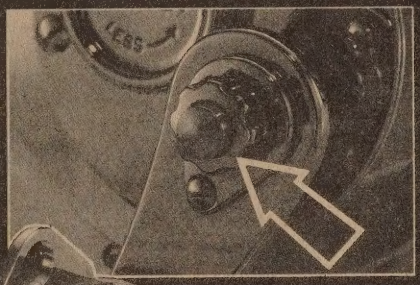

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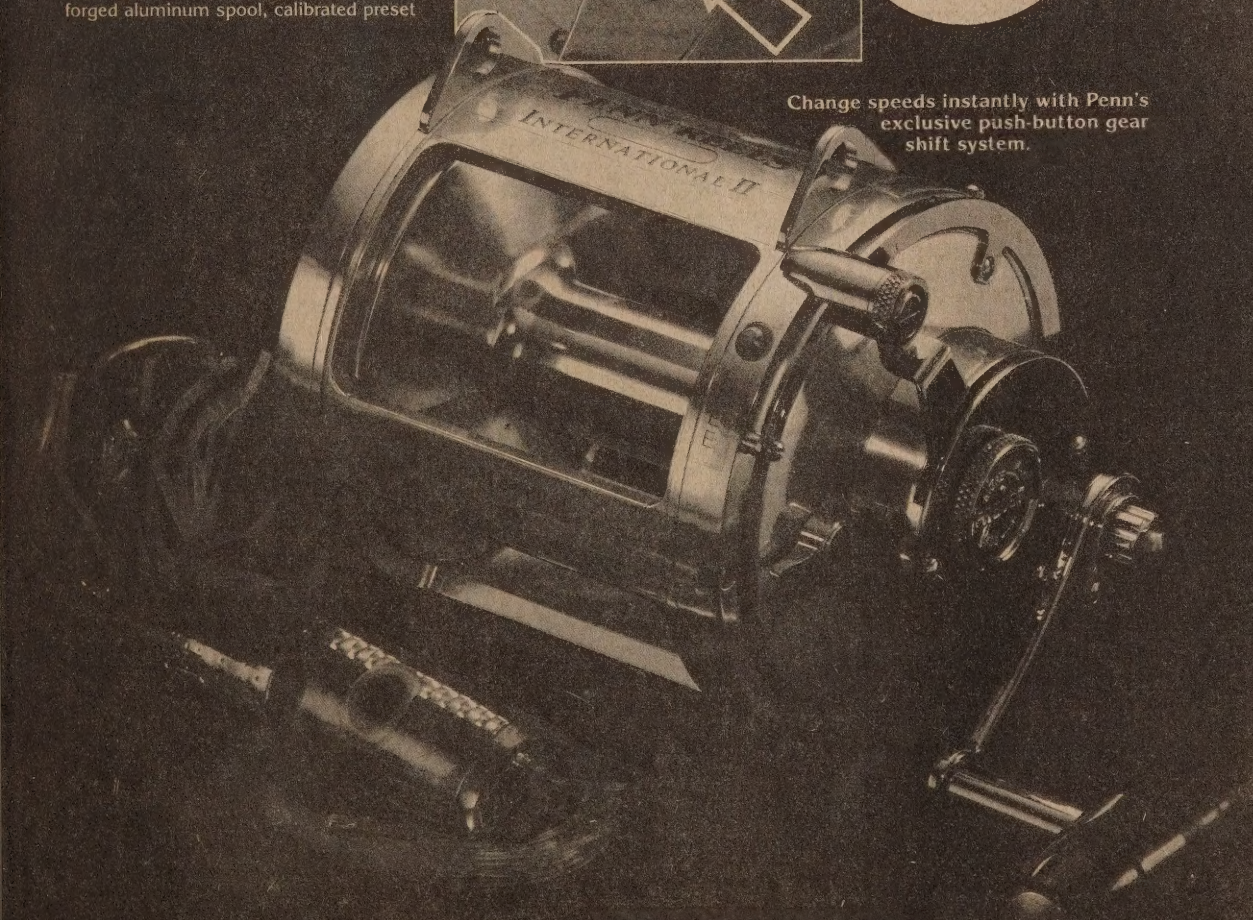

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and therefore, most typical problems do not present a health threat to humans. However, from time to time there are unusual structures and visceral chemistry that if ingested could cause a problem in humans. Such acute situations are not typical of the flesh which is mostly muscle, but could be present in the intestines and other visceral organs. Most folks don't eat that stuff and stick to the muscle flesh. I hesitate to give you carte blanche to eat them, because there is always the odd-ball phenomenon that cannot be anticipated. However, I have never hesitated eating fish flesh from abnormal fish. Dr. W.A. Muller.

WHAT TO DO WITH MY WASHERS?

I have been subscribing to your magazine for years now and one thing annoys me. Each time I renew I get to pay, yet at all the shows I go to you give diamond jigs or the like to people who have not been faithful customers. I understand your reasoning, but it still annoys me.

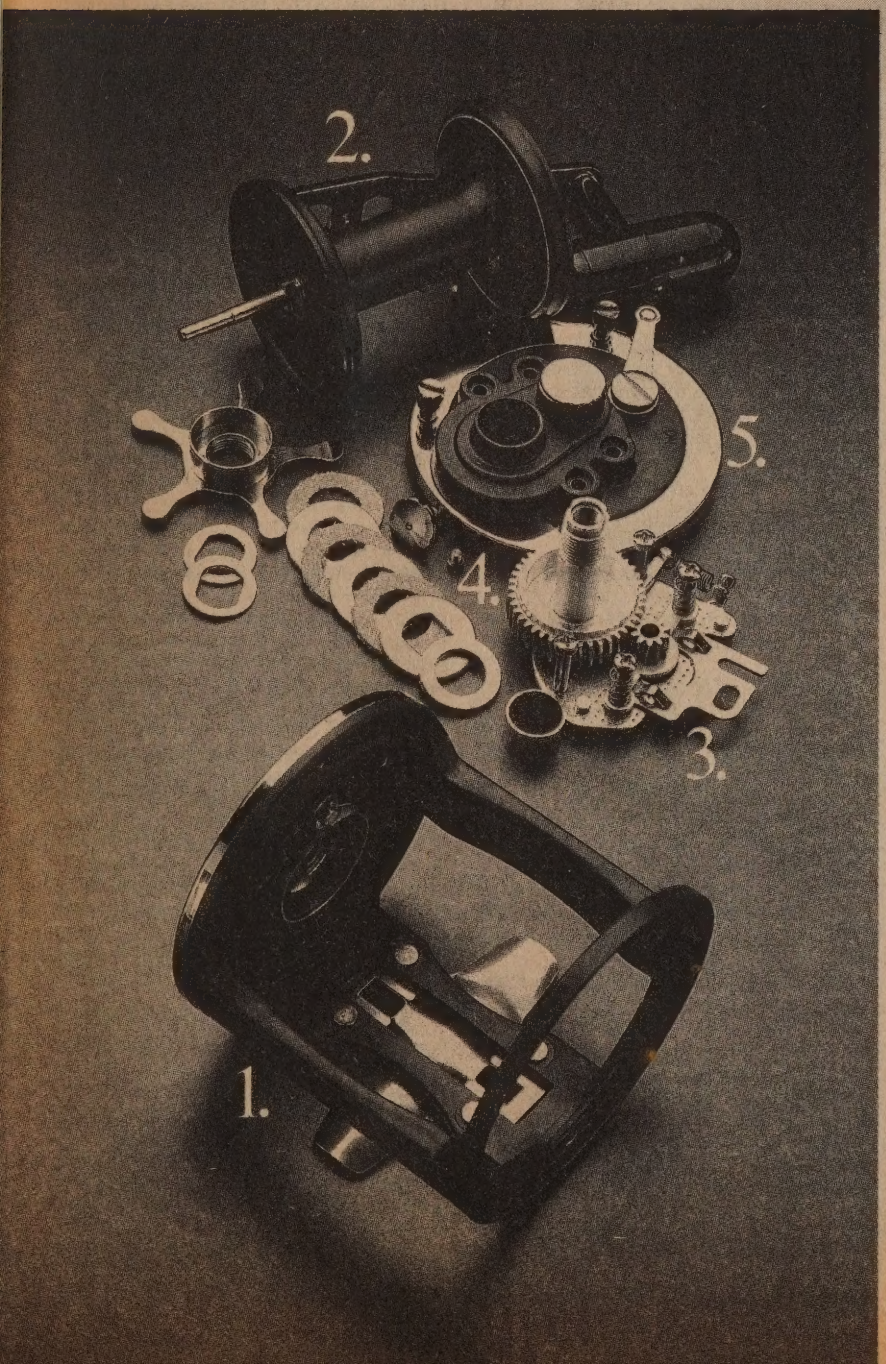
Let me ask you a question while I'm on a roll. For years I have been putting leather drag washers in DRY as I was taught many years ago. Awhile back, you did an article that said to put them in lightly oiled. I asked several tackle shops and received both answers. One guy used car brakes as an example, "You don't oil your brakes." Another guy said, "You want a smooth drag, therefore, you lightly oil leather washers." All agreed that you do not lube fiber washers. But some said to lube Teflon washers and others said it isn't necessary because of the very nature of Teflon. Can you clarify this for me, and I'm sure, many other readers.

Also I am curious as to why it cost me $20 as a *non-resident* for East Hampton's launch permit which allows me to use many East End ramps, and it will cost me $24 for the Town of Oyster Bay launch ramp and car permits (you need both) and there are only a few ramps available, to me as a resident of the Town of Oyster Bay? Something is not right. You can't even use the ramp at Glenwood Landing at low tide. *Bill Stanley.*

The question of giveaways has been discussed many times by the brain trust. Of course, it is our desire to do as much for our regular subscribers as we possibly can; yet there are some practical problems with giveaways in general and those to regular subscribers specifically, that are not easily overcome. We can't go into these here because to do so would take up most of this issue. However, we are planning some exciting services to regular subscribers that should improve your fishing and add to your fun. These are top secret right now, but look for announcements soon!

On the washers. There are always more ways than one to skin a cat. Actually, what you do to your washers

This is the only time a Daiwa Sealine® reel will come apart on you.



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depends upon what you want to get out of them. Yes, we agree—never grease washers. We also hold to the school that Teflon washers should not be oiled. Teflon is inherently slippery and that's why we use them. Add oil and they will tend to slip uncontrollably. Sure, you don't oil your brakes because you want them to stop your car. Freshwater fishermen want drag systems that stop fish, but then for the most part, these fish are smaller and don't fight with brute strength. (Save the letters; we know there are exceptions.) We don't know about you, but we want drag systems that pressure a fish, but do not stop it from running. Trying to stop a big saltwater game fish from running is the fastest way to break a line or pop a knot. Therefore, we use STP or a light oil on synthetic reel washers. Few real leather washers for spinning reels are easily available. We have found that without the oil the fiber synthetics bind, while with the oil they pressure a fish with smooth and steady resistance.

For info on and rationale concerning town permits, you'll have to contact town halls. If we could figure out why politicians do some of the things they do, we'd sleep a lot better. Dr. W.A. Muller.

TIPS ON STRIPER FISHING

Dear Dr. Muller:

I would like to do some striper fishing and was wondering if you could send me some information:

What kind of equipment do I need? What techniques should I use? What baits should I use?

I live on the South Shore in Seaford Harbor; where is a good place to go and catch them. And when is a good time to go (month)?

I would greatly appreciate it if you could answer these questions and give me any other helpful tips that you have. Thanking you. *Paul Longarello.*

Your question is as big as the Grand Canyon and cannot possibly be answered in Chum Lines *or a letter completely. Are you interested in surf fishing or boat fishing? If the answer is boat fishing, let me refer you to several excellent books that have been written on the subject and are frequently advertised in LIF.*

If it's surf fishing you want, then let me refer you to Surf Fishing With The Experts, *recently published by us and critically acclaimed.*

In spite of the vastness of the question I can offer a few general ideas. First, remember the legal size is now 24 inches minimum, so smaller fish must be returned. Stripers are not as abundant as they once were, and that means a great deal of time must be invested to catch one. Even in the old days when the species was more abundant, it often took several years for the newly attracted striper addict to corral one or two. However, the time investment doesn't bother many people because they are attracted by the hunt as much as the catch. Try the books and then see your local tackle dealer. Tell him what you want to fish for, where you want to do it, what your budget is, and he'll help you take it from there. Once you've made a few trips, start reading old and new striper articles that appear in LIF. Dr. W.A. Muller.

WHY ALL THESE REGULATIONS?

Dear Sirs:

On 7-25-84, a couple of friends and myself finally got a chance to get together and go do a little surf fishing. We decided to head out to Robert Moses State Park, specifically Democrat Point. High tide was to be at about 6PM. In our zeal to get out there and fish, we forgot about the 7AM to 5PM "No Entrance for Beach Buggies" rule.

We arrived at the buggy cut entrance at about 2PM hoping to fish the last few hours of the incoming tide and a few hours of the ebb. We were told that we could not enter until 5PM, by the young boy keeping guard. When we questioned him about this seemingly ridiculous time rule, he couldn't give us an answer. All he knew was that he was told by his supervisor that no one could get in after 7AM and before 5PM. We mentioned that we might try Gilgo Beach and he said it was also closed until 6PM.

At that time, the traffic was pouring out of the Beach Parking Lots and heading over the Captree Bridge. We decided to wait until 5PM to get out to Democrat Point. Like good citizens we sat out the best part of the tide and abided to some little tin god's rule, that kept us from our sport. Now comes the kick in the head. After sitting around for three hours eating our hearts out watching the tide reach its peak, we saw four guys in a Jeep being allowed access to the beach buggy cut. Oh, they had a permit and it was 5PM, but they were lacking a few simple items, like rods, reels, no visible tow chain, shovel or Port-a-San. But they did have surf boards. Now, if you read the back of the permit, you will see, in plain English, that you must have rods, reels, tow chains, shovel and Port-a-San to be allowed on the beach with a beach buggy. One of the things that you are not allowed to have is surf boards. Needless to say, we were furious. We drove over to the guy who so diligently would not allow us access until 5PM and question him on his action. He said that all he was told to check was for permits and time.

Our anger and frustration at waiting three hours and missing the best part of the tide and watching these guys with surf boards be let in, who didn't belong out there under any circumstances, was unbearable. We yelled at this guy for not doing his job properly and told him how unjust it was for us to wait three hours to be let in when it was obvious all we wanted to do was fish and he knew we had all the correct equipment, while he let people on the beach who did not

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Many first-time Loran buyers shell out a thousand bucks for a "starter" Loran. Something to get them started in Loran navigation. But after a season of frustrating performance, they usually end up spending more money to replace it.

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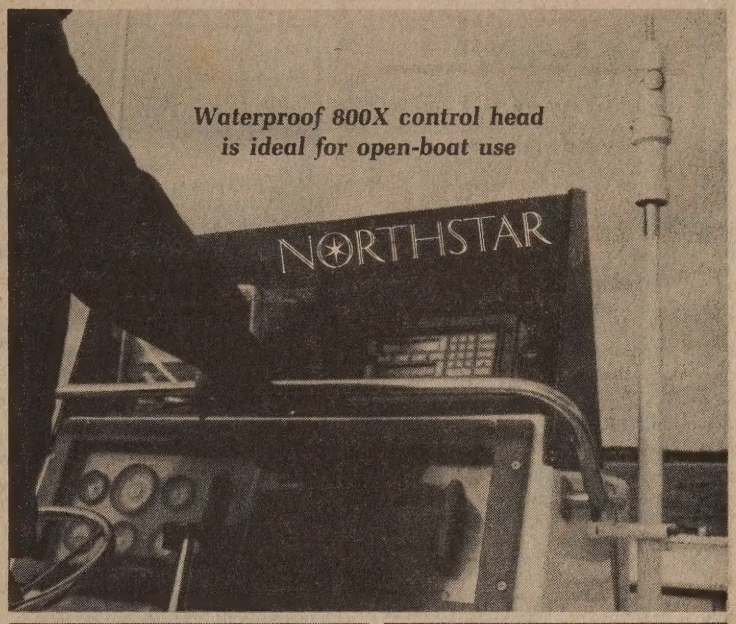

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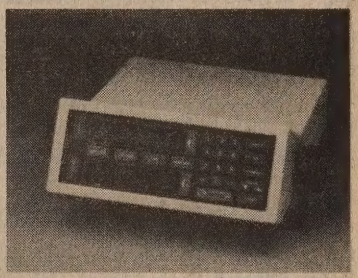

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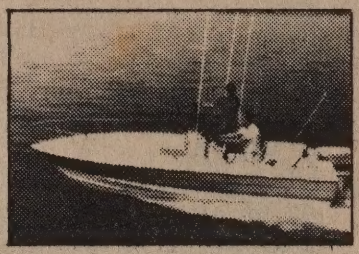

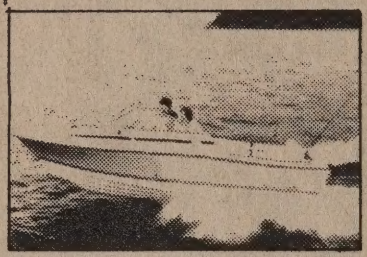

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belong there. My statement to the young guard who was there was, "Isn't this 7AM to 5PM rule supposed to cut down on vandalism and such by the wrong people being out there?" He replied as he did earlier, that he did not know.

My question to anyone who can answer it, is this:

Why have any rules at all out there if you are not going to put capable people in charge to enforce them? It just seems to me that fishermen are being penalized and cut off for other people's crimes and lack of respect. I say that if you have a permit and you have all the items it requires, you should be allowed to fish any time, any day, and anywhere that the permit allows.

One more note on the people who are guarding these posts...

We found out that our vehicle was signed out by mistake, while we were still on the beach. If there was an emergency and someone was trying to reach us, they would have been told that we had left.

Unbelievable, but true... *Charles Benefatti.*

We sympathize with you. It's obvious you had a very trying day. However, let me try to answer your questions, and let us analyze what happened in the hope that we can avoid a repeat, improve the security operation, and maybe make you feel a bit better.

The barricade officials do not make or interpret policy, nor should they. They are given their orders and it is their job to carry them out.

Next you mention the incident with the surfers. If you witness a violation, you should not argue with an attendant. A few hundred yards to the east of your position at the barricade was the Superintendent's office. You should have gone there directly and reported the incident. The Superintendent would have dispatched a 4-wheel drive park vehicle to retrieve the surfers and probably taken action against the attendant. You could have had just and fast satisfaction. Yelling at the guard will not help. If he deliberately allowed them through, then he should be penalized. If he made a mistake because he didn't understand the conditions of the permit, then he should have been corrected and instructed by park officials.

You're right! The rules about entry and the barricade systems have been established in order to reduce crime and vandalism and, most important, keep the beaches open to fishing by separating real fishermen from trouble-makers. Rules mean inconvenience, we all know that, but consider the alternative: loss of access. We know it is frustrating when you're on the receiving end, but you can help to reduce the frustration of yourself and others by reporting infractions of the rules promptly and with full details. Incompetent people should be replaced and inconsistencies corrected. Please get the guard's name, number,

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Every other big game reel uses a drag system developed *decades* ago, one that actually decreases drag surface area as drag pressure increases.

Our drag washers are tough customers, too. They're made of a space-age titanium composite that's non-corrosive, won't wear out its opposing surface and remains heat-stable at temperatures up to an incredible 2000°F.

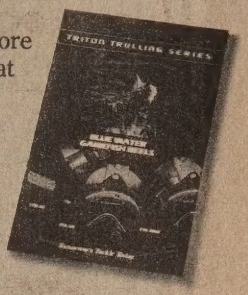
The truth is, our Triton Trolling Series reels are so technologically superior to any reels you've ever fished, we couldn't begin to tell you about all their features in a mere one-page ad.

In fact, next to a dock-side seminar, the best place to learn all about these fish-fighting marvels is in a Triton owner's manual.

So we're making this unprecedented offer. Send us one dollar and we'll send you a Triton owner's manual—all 16 fact-filled, full-color pages of it.

After all, why invest up to 50% more only to discover you've bought a reel that can't take the heat?

Invest just one dollar, and find out why this is the only reel you can count on to finish what you start.



To get your copy of the Triton® Trolling Series owner's manual, send $1.00 to: Triton Owner's Manual, c/o Shimano American Corp., 205 Jefferson Road, Parsippany, NJ 07054.

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For a copy of our full line Shimano Catalog, send $2.00 to: Shimano American Corp., 205 Jefferson Road, Parsippany, NJ 07054

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and any other information about him or her. Note the time, the exact place, and the make, color and license number of infracting vehicles. Please don't yell at guards and officers. Tell their superiors. We know this answer isn't totally satisfactory, but it is honest. Dr. W.A. Muller.

KIDS ENJOYED LAST SEASON'S SEND-A-KID FISHING TRIP

Dear Fred,

Enclosed are a couple of pictures from the Send-A-Kid Fishing trip made this past fall. The kids truly enjoyed themselves and the experience for them was something they will probably remember for a long time.

For some of our kids, it was their first opportunity to appreciate fishing and all that goes with it.

Again, thank you so very much for making this experience possible for them. We are very grateful for all your efforts and the contributions of The Long Island Fisherman and its readers that made this outing possible. *Jamie E. Bogenshutz, Executive Director, Youth Environmental Services.*

MANUAL PICK-UP NEEDED!

I own one of the original Penn 704 (green) spinning reels. Can the new Penn manual pick-up work with this reel to make it manual? A good many years ago when I purchased this reel Penn had a manual pick-up kit which I purchased. After installing it, I had all kinds of trouble: the roller kept coming around and picking up the line because of the counter-weight.

I have intentions of buying one of the new Daiwa Sensor graphite series Model 5C 7000. I was at the Rockland County Sportsman's Show recently and asked one of the salesmen if the reel could be made manual. His answer was I could fool around with it. Can you give me any information as to if this reel could be made manual?

This thank you is over two years late, but several years ago I had trouble with a reel by Daiwa and by your forwarding my letter, I was able to get a new reel. Thanks again. I enjoy all of your articles. *James Coombs.*

When a salesman tells you you can "fool around with it," that generally means the part is not made by the company and if you want to do a thing, you'll have to wing it. Penn is one of the few companies to offer manual pick-ups for their products. If you had problems with the 704, why not bring it to a tackle store or send it back to Penn for adjustment and/or repair.

However, for future reference, you can convert any spinning reel by cutting the bail off. Cut it snug up to the roller mechanism. Then file down the rough edges. Some fellas like to drill a very small hole through the bail mechanism cover and then tap in a very thin brass or stainless steel screw to keep the roller steady. However, others don't bother. Dr. W.A. Muller.

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NEW PRODUCTS

HOBIE POWER SKIFF ANNOUNCED

The Hobie Power Skiff, an ultra-light, high performance 15 foot family fun and fishing boat has been announced by Hobie Cat as its first entry into the powerboat field. Designed to be trailered behind today's smaller lightweight cars, the new boat will be sold nationally through the recently formed Hobie Power Division headed by Charles Plummer, according to an announcement by Hobie Cat president, Doug Campbell.

The versatile Hobie Power Skiff was created by Phil Edwards, a design engineer for Hobie Cat whose credits include the high performance Hobie Cat 18' catamaran. Edwards is also a world famous surfer and has focused his extensive experience on the design and handling characteristics of the new boat.

Typical of Edwards' innovative designs, the new Skiff combines stylish good looks with quick, precise steering that makes it fun to drive. And the modified deep-V hull provides a smooth, comnfortable ride in choppy water.

Unique to the industry, the Hobie Power Skiff offers modular interior configurations for dealer installation. Now dealers may stock a selection of specialty deck layouts to reduce their inventory costs.

Three modular packages are available now. There's the Standard Power Skiff with tiller steering, mahogany aft and center bench seats. The Sport Package has a center bench seat, with wheel mount and a forward bench seat. And the Deluxe Center Console model features a bench seat with backrest and cushions, windscreen, stainless steel console grab rail, removable forward storage hatch and more. Additional interiors will be announced soon.

Weighing only 385 pounds, the Hobie Power Skiff seats four adults. Though rated for 50 or 60 hp outboards, it achieves amazing performance with economical 20-40 hp motors. This means operating savings in addition to its low price tag.

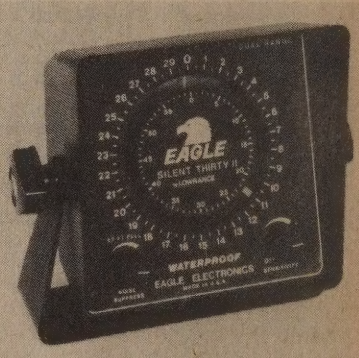
The reason for the Skiff's light weight is that it uses Hobie Cat's hand-laid-up foam sandwich hull construction technology. This process makes the boat not only light but extremely strong and unsinkable. For even greater strength without added weight, it has longitudinal reinforced stringers.

For added safety, there are four independent solid foam chambers (two forward, two aft) that provide enough positive buoyancy to float four adults, gear, fuel and a 60 hp motor—all with a completely flooded hull. The above-the-water washdeck has oversized scuppers and will drain a cockpit full of water while standing still. The Hobie Power Skiff has been certified by the NMMA, BIA and the U.S. Coast Guard.

Adding another dimension to the "Hobie Way of Life," the new Hobie Power Skiff is an all-around family fun boat that's affordable to buy, economical to operate and inexpensive to maintain. Equally at home on a fishing trip or Sunday cruise, it weighs less than 800 pounds as a rig (boat, motor, trailer, fuel and gear), and it's a cinch to trailer home behind the family economy car.

Hobie Cat is the world's largest producer of sport catamarans and is a division of Coast Catamaran Corporation, a subsidiary of the Coleman Company.

For more information about the Hobie Power Skiff, write Hobie Power Division, P.O. Box 1008, Oceanside, CA 92054, or telephone (619) 758-9100.



EAGLE OFFERS COMPLETE FLASHER LINE

Eagle Electronics sonar line for 1985 offers a waterproof flasher to fit every angler's needs.

Leading the line is the Silent Thirty II, a computer controlled unit with a dual range of 0-30 feet and 0-60 feet. Also available are the Silent 102, the Silent Sixty I, Silent Sixty II and the Silent Six/Sixty.

For the fisherman on the go, all the units are available in portable models.

Filled with dry nitrogen and sealed like a fine rifle scope, the Eagle is undaunted by spray, rain or even total submersion in salt or fresh water, fishing day after fishing day.

Eagle units also include many features which have been a part of the Lowrance system for years, including high speed reading ability, a full one year warranty, super-high 250 watts of power, military-grade circuit boards, heavy duty motors, and more.

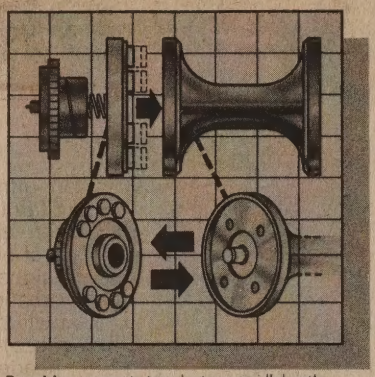
A three-day turnaround on all repair is offered, with a maximum repair charge of $19.50 after the one-year

Quantum® Lab Report

©1984 Brunswick Corp.

Magnetic cast control in baitcasting reels has been with us for a long time. But in all that time, there hasn't been one mag system that's ever been asked to do anything but help reduce backlash. Until now.

Now there's DynaMag. A magnetic cast control system engineered totally around the premise of control. The kind of control that gives you complete authority over every foot of your cast. Control that lets you dial in the performance to fit the fishing conditions. Control that will deliver accuracy, consistency and the kind of fishing forgiveness mag control has always had the potential to deliver.



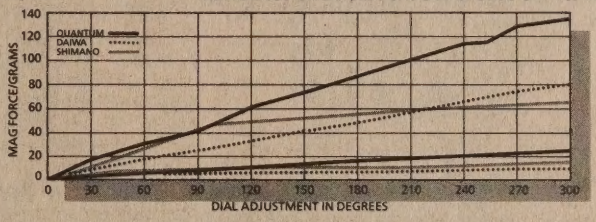
DynaMag magnets travel a true parallel path toward and away from the spool.

The path to control.

DynaMag engineering didn't follow the beaten path. DynaMag puts the magnets on a path that's parallel to the spool. The result is a more evenly distributed magnetic force and a more predictable range of control.

Control is a matter of degree.

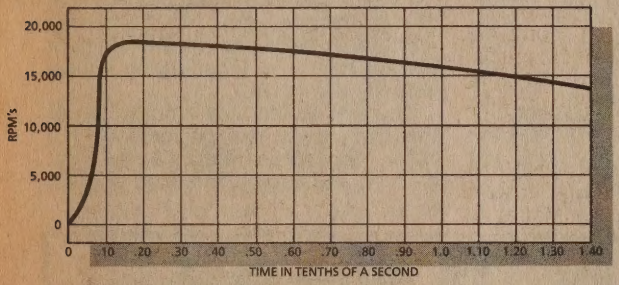
With a dial that moves from 0° to 180°, 120°, or even just 90°, you can dial in a certain amount of control. By expanding the range of control to 280°, DynaMag gives you *exact* control. Plus, enough adjustment to compensate for all the variables that can throw a cast off its mark.



The more range of magnetic control a reel has, the more cast control it gives you. Notice how Quantum delivers nearly double the range of competitive reels.

At 19,000 RPM you need all the control you can get.

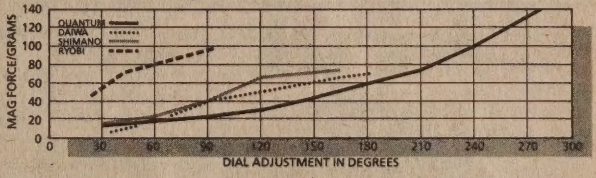
Throw a big-bladed spinnerbait or a quarter-ounce jig. The spool can get up to a speed of 19,000 RPM either way. At that speed, the spool wants to keep going. The result: backlash. What you need is a spool that gets up to speed and then slows down right along with the bait. That's what DynaMag control gives you.



0 to 19,000 RPM in .15 sec. Acceleration and deceleration of a cast with a Quantum baitcasting reel.

DynaMag. Calibrated performance.

Most mag systems reach a point where one click can literally make the difference between too little and way too much. So the last step in making mag casting control was the design of a cam system that moves the magnets in shorter increments as they get closer to the spool. The result: no jump in magnetic force. Just a steady, even build-up and a wider usable range.



This graph shows the build-up of magnetic force from low to high settings. Notice Quantum's gradual, even increase in magnetic control

For the name of the Quantum dealer nearest you call toll-free 1-800-USA-REEL.

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warranty.

The new units are available through sporting goods, mass merchandise and catalog stores, and marine and boat dealers throughout the nation. Each unit is packed with a proven two inch 8-degree transducer for boat transom or through-hull shooting.

For full details on Eagle units, and a free catalog, contact Eagle Electronics, P.O. Box 669, Catoosa, OK 74015.

MGT GRAPHITE SPINNING REEL SERIES FROM RYOBI

The new MGT Grahite Reels are similar to Ryobi's MG Graphite Series, except the MGT Graphite Reels are equipped with the proven performance benefit of the Touch 'N Trip trigger. It's the casting system, with self-centering bail, that lets anglers control the line, the bail and the cast with just one hand.

Like the MG Graphite Series, the new MGT reels also combine graphite construction with gear-reduction spool oscillation for unbelievably smooth and dependable operation. And just like the MG Series, the new MGT reels are loaded with many high-tech features. Like a graphite *body, spool* and *rotor.*

Convenient, calibrated rear drag system with Ryobi's exclusive R-Tec (TM) drag material. Ball bearing action; pop-off skirted graphite spool. Aluminum oxide line roller; fast retrieve ratios. And a left/right convertible folding handle. Other features include a silent anti-reverse and a one-year limited warranty. For more info: Ryobi America Corp., 1158 Tower Lane, Bensenville, IL 60106.

EXPLORER FROM SEAWAY

Seaway Boats of Winthrop, Maine proudly introduced its newest member of the fleet at the Seaway Dealer Meeting in August. The 26' Explorer has a 10' beam providing increased stability along with a greater fishing capacity.

The 26' x 10' Explorer is another of Seaway's newly designed liner boats. Standard equipment includes cleats, chocks, molded waterline stripe, lights, wiring, bi-fold smoked lexan door, teak cabin trim, teak wash rails, 2 V-berths with cushions on deck, 2 bunks with cushions in cabin, interior light, deluxe interior option, fishing platform, large console with radio and navigation equipment boxes and front seat, smoked lexan windshield with stainless steel hand rail, Teleflex steering, stainless steel steering wheel, 2, 60-gallon fuel tanks, fuel gauges, Airex Core hull, and our ever popular self-bailing cockpit. A rocket launcher with rod holders is one of the many options available to make this boat an exciting fishing machine.

POWERFUL, LIGHTWEIGHT FISHING MOTORS FROM SEARS

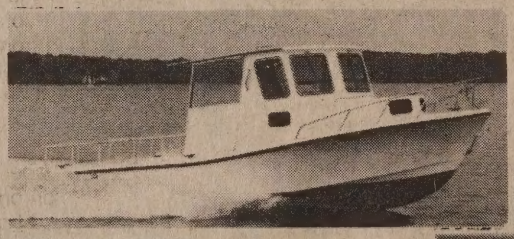
DieHard and Gamefisher quality highlight a selection of electric and gas-powered fishing motors from Sears. They are offered in Sears 1985 Boating Specialig and most of the company's retail stores.

The thrust of four DieHard electric motors is rated at 15, 20, 25 and 30 pounds. All four have trouble-free, solid state electronic operation and feature twist-grip speed controls.

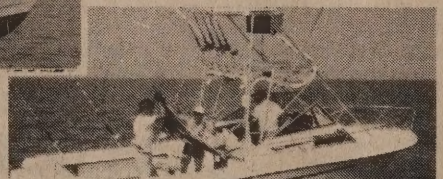
The unique "high grip" battery connectors on the electric motors are engineered to help prevent fastening clips to the wrong terminals. When the grip is released, the squeeze clips fit the terminals exactly. Hoods over each terminal reduce the possiblity of arcing. Because they grip the battery terminal so tight, the possible loss of current due to a loose-fitting clip is virtually eliminated.

To save space in the boat, two of the company's gas powered Gamefisher mini-motors feature a new compact shroud design. Included on 5 hp

WE'VE GOT YOUR BOAT



No matter why you're on the water, Port of Egypt has the boat you need.



- **PRIVATEER:** Workboats built with honesty, integrity and pride. Models from 16 to 24 feet -- inboards, outboards and I/Os.
- **GRADY-WHITE:** If you're a sport fisherman, you can't beat Grady-White's models from 17 to 25 feet. All offer the kind of features serious fishermen demand. Outboard, I/O and OMC SeaDrive models available.
- **IMPERIAL:** Thinking about getting into boating? Imperial has the answers, in models from 17 to 23 feet. Affordable, versatile reliable boats with MercCruiser power.

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and 7.5 hp models, the shroud cuts motor height by two inches and length by four inches.

These two motors are lighter than before. The 5 hp model weighs 33 pounds, down from 36 and the 7.5 hp motor drops from 40 to 35 pounds.

For more precise speed control, all Gamefisher gas mini-motors now have a twist-grip throttle, except for a 1.2 hp model.

Sears Boating Specialog features replacement propellers for virtually all brands of outboard and inboard/outboard motors. An expanded selection of do-it-yourself replacement parts for steering, throttle/shift and fuel systems is also available.

The catalog will be available in late January, 1985 through Sears selling units.

NEW EASI-TROLL DOWNRIGGER FROM CANNON

Cannon/S&K Products, Inc., the industry leader in the design and manufacture of downriggers, now introduces the Easi-Troll downrigger. The Easi-Troll is a lightweight downrigger with total, one-hand control, a great convenience for both fresh and salt water fishermen. The Easi-Troll is also designed for easy handling and storage, making it ideal for the occasional downrigger fisherman. The Easi-Troll can also be converted to an electric downrigger with Cannon's simple conversion kit. For more information on the Easi-Troll contact: Cannon/S&K Products, Inc., 1732 Glade Street, Muskegon, MI 49441.

ONE—PIECE FRAMES ON PENN'S NEW 30TW AND 12T INTERNATIONALS®

This year Penn debuts two light tackle International Series tournament-style trolling reels, both with all-new, one piece machined aluminum frames for unparalleled strength and rigidity.

The new 30TW (with a wide spool) and 12T combine all the tough-tested features of the Internationals with Penn's new tubular gold-anodized, one-piece frames and stainless steel reel stands—the same types of frames Penn has put on the revolutionary new International II Two-Speed Series reels. They absolutely resist torquing and twisting.

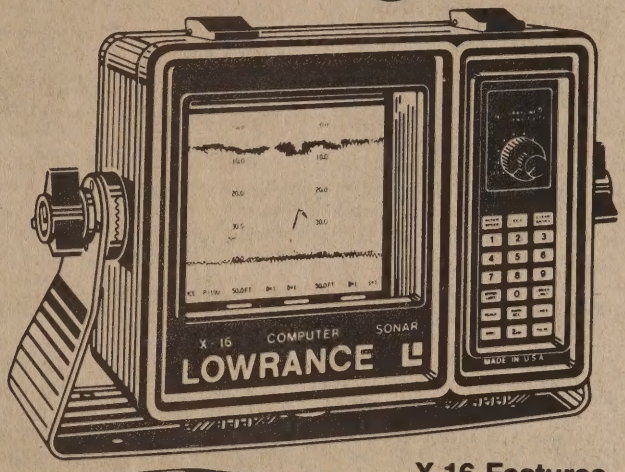
Penn also equipped the 30TW and 12T (as well as all other Internationals) with the new "fighting handle," which automatically returns to optimal fishing position for easy gripping and fast action.

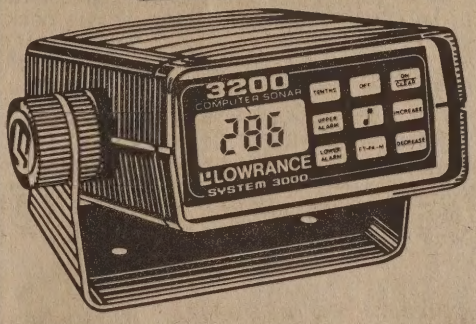
The new 30TW has the wide frame anglers everywhere have been asking for. In addition to holding 250 more yards of 30 lb. test line, the 30TW allows the use of 50 lb. line on a low profile reel—great for the stand-up fisherman. Gear ratio is a quick 3.8-1.

The compact 12T is ideal for the light tackle blue water tournament enthusiast. It holds 850 yards of 12 lb. monofilament line and has a fast 4-1 gear ratio.

For more information on Penn's

Lowrance presents it's new winning team... the X-16 and the 3200 digital.





X-16 Features

- Reads in 1' increments
- Dual frequency capability — adaptor box allows use of either 192 or 50 kHz transducers
- Setting retention feature — memory recalls settings and functions programmed into unit before it was turned off
- Interfaces with loran-c unit (coming soon from Lowrance!) to print out coordinates in less than 2 seconds
- Seven-level paper speed control
- Seven-step paper save
- High-resolution print out with varying levels of print intensity

3200 Features

- Reads in increments of one-tenth of a foot to 99.9 ft.
- Typical depth capability 999'
- Adjustable dual alarm system
- Reads in feet, fathoms, and meters
- 600 watts of power (75RMS)

Let a Lowrance representative show you the new X-16 and all of the other Lowrance products at one of these upcoming boat shows:

New York Boat Show
January 10-13

Chesapeake Sportfishing Show
January 12-13

Garden State Outdoor Expo
January 10-13

Baltimore Boat Show
January 26-February 3

If you can't come see us at these shows, mail us this coupon and we'll send you information on the complete line of Lowrance products.

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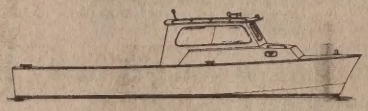
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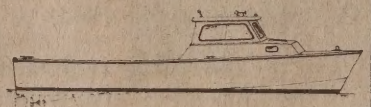
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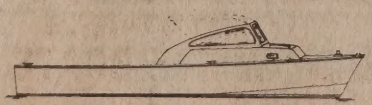
SOUTHSIDER

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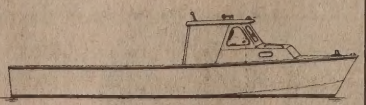
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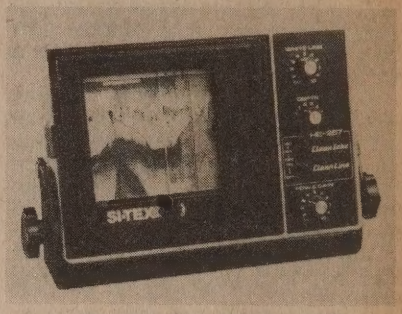
new 30TW and 12T International tournament reels or other Penn products, write: Penn Fishing Tackle Mfg. Co., 3028 W. Hunting Park Ave., Dept. P, Philadelphia, PA 19132; (215) 229-9415.



HE-357 MAGNUM CHART RECORDER HAS WIDE TRANSDUCER CONE ANGLE

Since chart recorders first came on the scene, many fresh and coastal water fishermen have been struggling with the decision as to the best operating frequency for their geographic area and particular type of fishing. Whether to buy a 200 kHz recorder with good definition and target resolution, but with a very narrow transducer cone angle—or a 50 kHz recorder with less definition and resolution, but with a wider cone angle to see a greater area of what's below.

Si-Tex Marine Electronics of Clearwater, Florida solves this dilemma with the Si-Tex HE-357 Magnum chart recorder. A high performance instrument operating at 107 kilohertz to offer the shallow-water fisherman extremely sharp definition and target resolution of better than four inches. Plus a wide transducer cone angle of 18 degrees.

Transmit power is 100 watts RMS (approximately 800 watts peak-to-peak) for a strong signal that goes well beyond the unit's maximum range scale.

Five calibrated ranges can be selected from 0-15 feet on the first range down to 0-300 feet on the last range. Power output can be reduced on the 0-15 foot range to virtually eliminate surface interference and allow you to spot fish very close to the surface.

The HE-357 has three different graph presentations that can be selected by front-panel controls. Conventional straight-line printing is best suited for detailing bottom contour, structure and texture (hard, rocky or muddy). White line printing etches bottom contour as a dark thin line with a white border directly beneath. The excellent discrimination provided by the pencil point thickness of the bottom contour makes it a snap to identify fish hovering close to the bottom. Clean-line printing is a gray-scale presentation offering the cleanest, clearest representation of suspended fish. Clean line can also be used in conjunction with white line.

Other features of the HE-357

Magnum chart recorder include: a two-level correlator ("Clean Echo") for unwanted noise suppression, four inch chart paper with easy change cassette loading, variable gain control, variable paper speed, electronic event marker and matching high speed transducer.

For more information, write Si-Tex Marine Electronics, Inc., P.O. Box 6700, Clearwater, FL 33518.

33' TOURNAMENT FISHERMAN AND SEDAN CRUISER FROM EGG HARBOR

Egg Harbor Boat Company announces the 33' Tournament Fisherman and Sedan Cruiser, featuring all of the accommodations of the larger Egg Harbor yachts at an affordable entry cost.

Built to exacting specifications, the 33 footer offers excellent performance, range and maneuverability. A choice of three gas or diesel power options delivers speeds in excess of 30 knots.

"This is, without a doubt, the finest boat of her size," said Jim Mercanto, general manager of Egg Harbor Boat Company. "She will take you faster and farther than many larger craft." Superior construction, strength and seaworthiness make this a yacht that will outperform the competition, year after year.

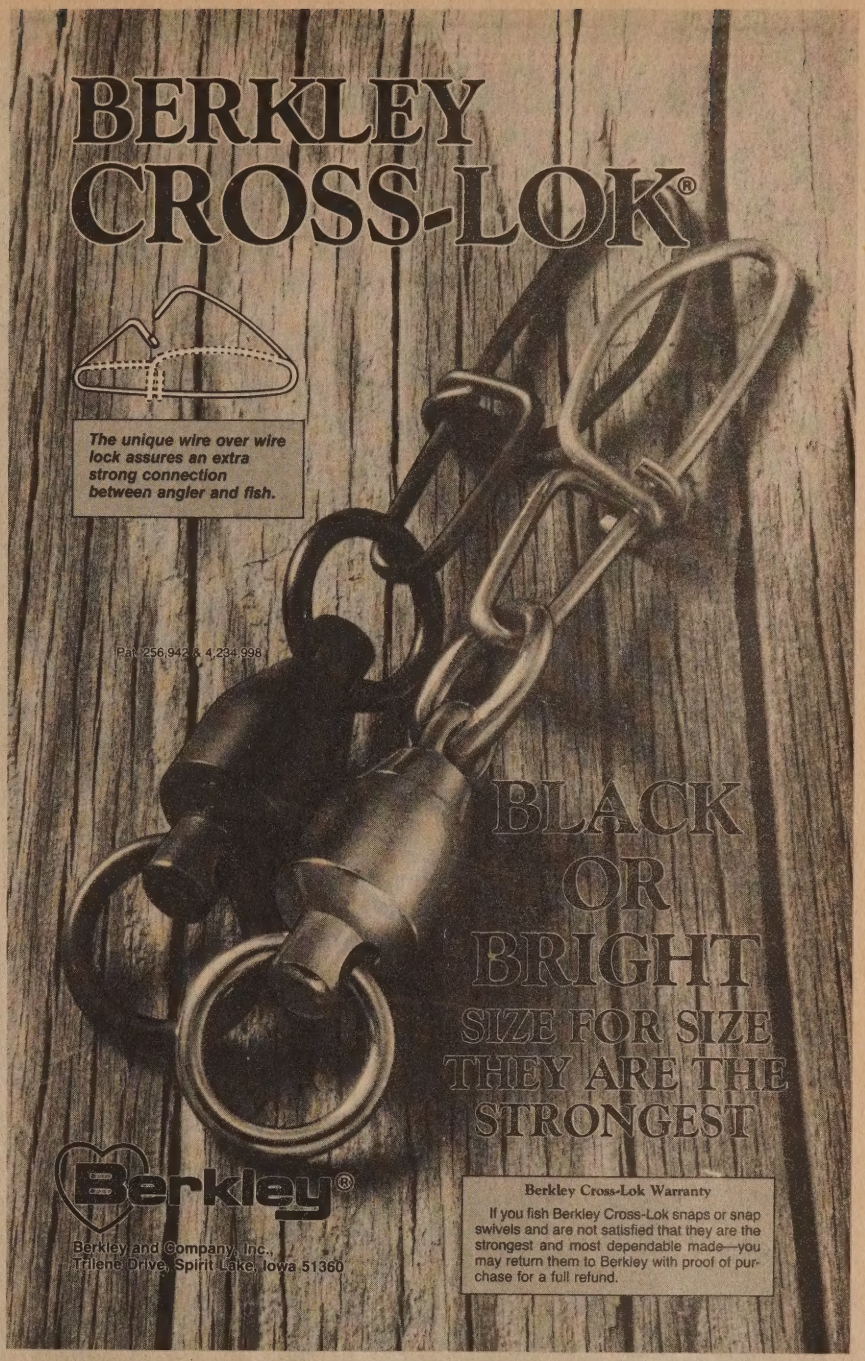
Egg Harbor excellence extends beyond performance and hull design to the quality of its interior. "Our boats are built by true artisans, many of whom have been with us since our founding," Mercanto said. "Attention to detail is as important to us in our 33 footer as it is in our 60 footer. After all, it's an Egg we're building."

Rich with hand-finished hardwoods and teak throughout, the interior is both luxurious and functional, with an unparalleled list of standard equipment and a choice of four elegant decor selections. Exceptionally beamy, the 33 footer offers two accommodation plans.

The galley up configuration, in which the galley adjoins the salon, allows the skipper and mate continual contact with their party. It sleeps six with the guest stateroom forward. The galley down plan provides for a more spacious salon and sleeps four.

Designed for easy living and gracious entertaining, the salon features a convertible sofa, upholstered chair, hi-lo table, lined drapes and pile carpeting. Master and guest staterooms are exquisitely appointed, fully furnished and offer ample stowage. Large, cedar-lined hanging lockers and drawers, individually handcrafted and fitted, are one further example of Egg Harbor excellence.

The galley is equipped for the most simple or lavish meal preparation with a refrigerator/freezer, three burner electric stove and oven, stainless steel sink and plenty of drawer, locker and dish stowage. Here, too, the cabinet work is all finished and fitted by hand. The easy-to-maintain head includes a stall shower, exhaust fan,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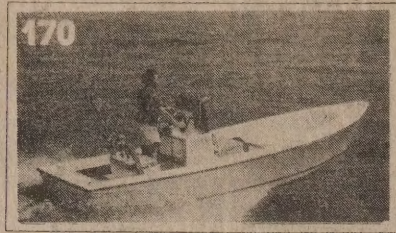

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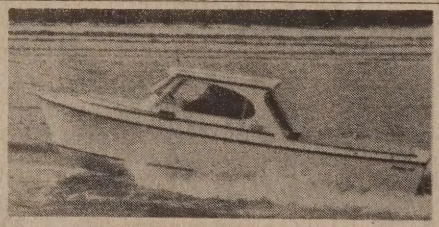

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and vinyl flooring.

A spacious cockpit sports planked teak side and aft covers, port and starboard side lockers, and non-skid fiberglass deck, with optional teak sole.

The flying bridge, available in tournament fisherman or sedan cruiser versions, will please the most serious of fishermen or pleasure cruisers. Each flying bridge features full instrumentation, dual lever clutch and throttle controls, hydraulic steering, and excellent visibility.

Egg Harbor Boat Company manufactures and markets, through a national dealer network, top-of-the-line yachts for fishing and pleasure cruising.

NEW ELECTRIC MOTORS FROM SHAKESPEARE

For decades, Shakespeare has offered electric outboard motors for every need and every budget. That tradition continues in 1985 with new electric motor innovations, such as new One-Stik control, a new quick-release transom mount, new head assembly and new thrust models.

As fishermen discover the advantages of electric outboards for both primary and secondary power, the demand for higher thrust continues to grow. Shakespeare's new high-performance model, the Sigma 35, is designed to provide maximum boat-moving power with minimum weight.

Through the use of high-density M-11 magnets, four-pole technology and a 7¾" precision-tuned Weed-Free Pow'r Prop, fishermen can get 35 pounds of thrust with 30 percent less weight than the nearest competitor.

Standard on the Sigma 20, 25, 30 and 35 models, the Weed Free Pow'r Prop is a radically different design with a three-bladed propeller, reaching peak efficiency at two knots under actual trolling conditions. With significantly reduced amp draw for longer battery life, the Pow'r Prop still has power to spare. And it sheds weeds so effortlessly, it doesn't deserve to be called just "weedless."

Sigma 20-35 models have three other new standard features: One-Stik control; quick release transom mount; and a new head assembly.

With Shakespeare's One Stik, fishermen will find they no longer have to fumble for switches or take their eyes off fishing during tight maneuvers. Just push in the handle for five-speed selection in forward; pull back for reverse. And the rotary grip handle has lower speed bypass, which allows going from "off" to highest thrust with just a twist of the wrist. One-Stik does it all with exclusive, single-handed convenience, and all within fingertip reach with a longer, standard-length handle.

With the new quick-release transom mount, just grab hold of the pressure activated hitch pin and release the detachable swivel. The transom mount remains intact on the boat—an added benefit for the security minded. Replace the pin and own the

only mount available which automatically locks in both stowed and running positions.

The mount features a safe, 90 degree stowed position, a running position for every standard transom angle, a larger, stronger die-cast aluminum construction, and a durable, corrosion-resistant epoxy coating.

A new head assembly with a rear hand grip allows the motor to be easily raised to the stowed position. Recessed vents disperse heat buildup, allowing the motor to run cooler and draw fewer amps. Cadmium oxide contacts prevent switch burnout. And bold grahics make the best performing electric outboard the best-looking as well.

Shakespeare has also introduced two economy outboards for 1985, the Sigma 10 and 15. Light, reliable and efficient, these small motors won't overpower a small boat or canoe. The 10 pound thrust model has two speeds, while the 15 pound thrust model features the five speed Twist 'N Go control for single handed convenience. Both models come standard with the Weed-Free Pow'r Prop and a new transom mount that locks in both stowed and running positions. The mount's locking mechanism is activated by a new, one finger trigger for added convenience.

Shakespeare's 1985 electric outboard innovations make their motors the most rugged, convenient and trouble-free ever built. That's guaranteed. Sigma motors are covered under Shakespear's one-year warranty.

For more information on Sigma motors and other Shakespeare tackle, contact Mark Skrocki, Advertising Manager, P.O. Drawer S, Columbia, SC 29260, or call (803) 754-7540.

J&T REPOWERING MAKES OLDER SPORTFISHERMEN COMPETITIVE AGAIN

Making older sport fishing yachts, 31-60 feet, competitive with new offshore boats, Johnson & Towers' Cambridge branch on Maryland's Eastern Shore has established a diesel repowering program that extends the life and usefulness of much loved boats, according to Walter F. Johnson, III, branch manager.

In the past year, J&T/Cambridge has repowered ten sport fishing boats including Hatteras, Post and Pacemaker models with great success, Johnson said, replacing 310 hp 6-71s with 450 hp 6-71TI diesels and 8-71 naturals with 8-71TI's or 6V92TI Supers. This is conveniently accomplished at dockside in Cambridge by J&T's superior Eastern Shore craftsmen.

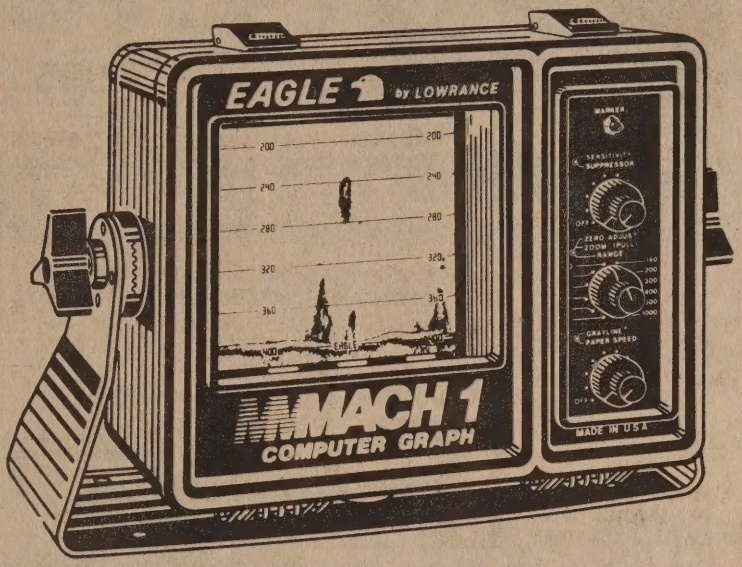
"With very minor modifications to the boat, we can provide major benefits in terms of speed and performance," he explained. This is due in large part to the decades of experience Johnson & Towers has had in the OEM market for new sport fishing boats.

A modern airport with a 5,000-foot

Get Amazing Underwater Detail with the

Eagle Mach 1

Computer Graph Recorder



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January 12-13

Garden State Outdoor Expo
January 10-13

Baltimore Boat Show
January 26-February 3

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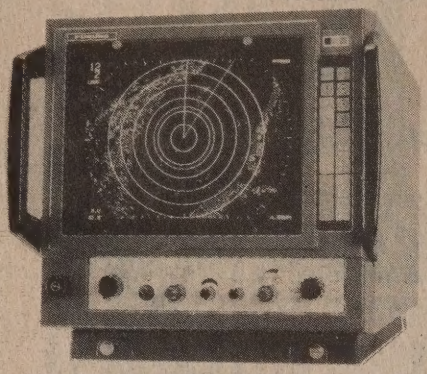

Unlike some units on the market, Furuno color really means something: red for the strongest targets, then yellow for the next strongest, then green—all against a black background on a daylight bright, steady picture. Standard features include *two* EVRM's, an EBL, a 14" rectangular color CRT and easy operation with touchpad keys and rotary controls. PLUS, you can choose from three systems: *CD-140:* a full color add-on monitor for any Furuno Series 7, 10, or 12 radar. *FCR-1411:* a stand-alone 10kW radar with a wide range of antenna lengths and other options. *CD-2000 Combination:* lets you combine loran/sat nav or Omega video plotting with either radar above. An incredible navigational aid, this system provides an enormous amount of data on a single, centralized CRT.

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runway is located five minutes from J&T's Cambridge facility and there are plenty of first class lodgings and fine restaurants nearby.

To keep that 'love affair" going with your old and trusted boat, contact: Walt Johnson III, Johnson & Towers, Inc., 402 East Cedar St., Cambridge, MD 21613; (301) 228-2138.

BASS PRO AND SMITHWICK'S NEW SUSPENDING ROGUE LURE

Bass Pro Shops teamed up with Smithwick to produce a new suspending version of Smithwick's popular Rogue lure. This new diving minnow lure uses a specially balanced weight distribution system that lets you stop and hover the lure at any depth—next to stick-ups, brush, stumps, etc. Its neutral buoyancy keeps it in the strike zone. Price per lure is under $3.

For more information, write: Rogue, Bass Pro Shops, Box 4046, Springfield, MO 65808.

BERKLEY'S NEW 100 PERCENT GRAPHITE

Berkley & Company has introduced a new high modulus rod series that's 100 percent graphite and has through-the-handle construction. It's called the *Phazer*, and it's available in 13 models including spinning, baitcast, steelhead and fly rod models.

The Phazer has graphite reels seats, Fuji hardloy guides and is designed to give superb feel. Yet, baitcast models weigh only half the weight of conventional baitcast rods.

The Phazer carries Berkley's no-risk lifetime replacement warranty and a complete 30 day trial period.

MORE POWER, RESOLUTION IN LOWRANCE DEPTHFINDERS

Two significant changes have been made in Lowrance's System 2000 series of depthfinders for the 1984-85 season.

All five models in the flasher line have been boosted from 250 watts of peak-to-peak power to 300 watts, providing more and better definition in deep water ranges.

In addition, the basic pulse length range on all models has been reduced from 200 to 150 millionths of a second to provide a resolution of less than six inches. This means that all units will display fish six inches off the bottom, or will show separate flashes of light for two fish six inches apart.

System 2000 series units include the 2460C with triple ranges of 0-60, 0-180 and 0-360 feet, and an alarm system; the 2330C, with ranges of 0-30, 0-60 and 0-300 feet; the 2160C, with ranges of 0-60, 0-120 and 0-360; the 2100C, with a range of 0-100 feet, and the 2060C, with a range of 0-60 and 60-120.

The five units, for both permanent and portable mounting, carry the industry's first and only three-year full warranty.

For more information contact the Public Relations Department, Lowrance Electronics, Inc., 12000 East Skelly Drive, Tulsa, OK 74128.

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Sitex 357 Magnum	499.00	**279.95**
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Micrologic ML 7500	$1,695.00	**$1,149.00**
Sitex 797	1,095.00	**659.95**

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BOATS FOR ANGLERS:

GRADY WHITE 249 CENTER CONSOLE

by Pete Barrett

Anyone who thought center console boats had reached their peak in design, had better be prepared for a real surprise when they take a look at the new Grady White 249 Fisherman. To say it is innovative is an understatement. This boat serves up lots of fishing room, generous storage and versatility in huge amounts.

The 249 is definitely the next generation of center consoles and will probably set the pace for others to copy in the next few years.

Up forward you find a bow deck that takes advantage of every inch of space. In the center of the deck lies an insulated fish box that measures 60 inches long—large enough to hold several small tuna or a good catch of blues.

A large lockable hatch at the starboard side can store up to eight international style reels and rods. The forward deck has a hatch that holds the anchor, hidden from view, but ready to be used in an instant. On the port side, a deep hatch similar to the rod storage compartment can hold life jackets and other gear.

At the rear of the port hatch is a small sink and bait rigging station with fresh water supply. The sink swings out of the way to reveal a marine head compartment. If you have the forward spray hood, a privacy curtain is available.

The console provides generous storage for electronics with lockable compartments for radios, Loran and graph recorder.

The transom has a fold-down splash well which can be raised to keep decks dry in a following sea or placed down to give you additional deck space while boating fish. Small compartments at either side of the transom hold recirculating bait wells and a saltwater washdown system.

Along the gunnels are rod storage racks for five rods on each side. Grady White designers have also provided toe space where the deck meets the inner liner so you can take full advantage of the deck width while fighting or boating your catch.

Among the options are T-Top, rocket launcher/leaning post, outriggers, swim platforms and canvas coverings. The layout of the console and deck allow lots of room for individual customizing to suit any type of fishing you plan to do.

SPECIFICATIONS:

Length	24'1"
Beam	96"
Transom Width	94"
Transom Height (Single)	25"
Hull Draft	16"
Maximum Horsepower	280
Dry Weight	2900 pounds
Fuel Capacity	150 gallons

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THE TACKLE DOCTOR

by Russ Wilson

Dear Russ,

You often write about wire line trolling. What I'd like to know is which reel do you prefer? And, why that particular model rather than some of the others which are similar in weight and design? John Richardson

I like the heavier reels for several reasons. Models such as the Penn 112 have large spools and pick up a lot of line with each turn of the reel handle. You might substitute a Daiwa 350, 400 or 450 as they, too, have the high ratio of retrieve and are big framed reels which feature the large spool. You can go lighter and many of the experienced Sandy Hook trollers do by rigging up with the Daiwa 50H or the Penn Jigmaster. Shimano's Triton is another top flight reel, but I just cannot bring myself to use wire line with this classy looking reel.

A major reason for using the larger reels is that the bigger spool allows wire to pay more evenly and to come off the reel in a steady stream without kinking or overrunning on the spool as it is dropped back in the wake of the boat. Reels like the Daiwa 400 and Penn 12 have these large spools and although they are a little heavier than the smaller framed reels, I feel that extra weight does not detract from their usefulness.

Serviceability is another major consideration when selecting a reel for wire line fishing. You do apply a tremendous amount of pressure on the spool when retrieving wire line and the spool must be capable of dispersing that pressure without collapsing. The reels I've mentioned have this advantage.

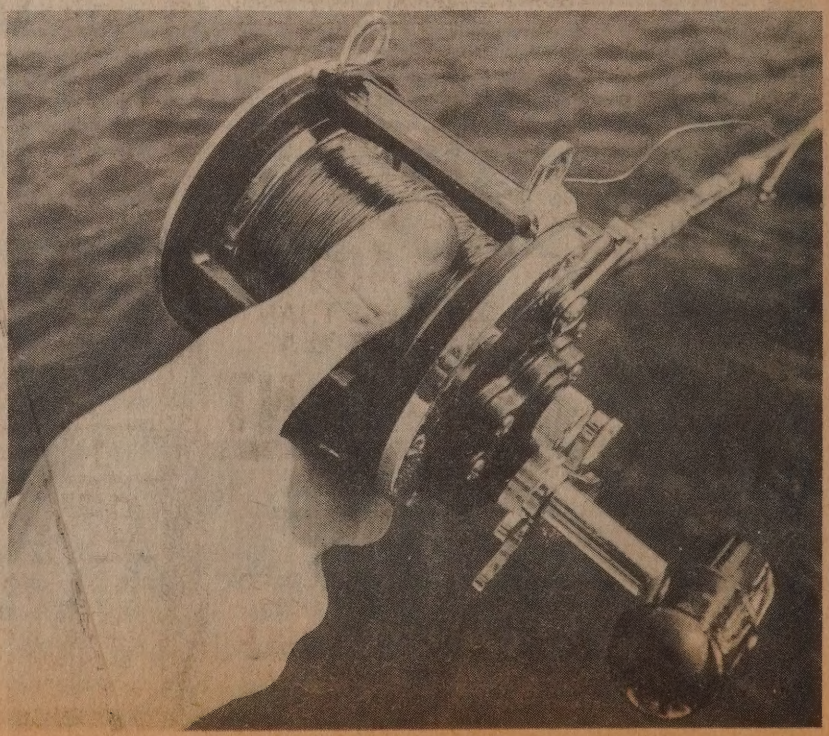
* * *

Doctor:

I do a lot of trolling for tuna and in the past year, have had my reels cleaned by big fish on several occasions. I did try using Dacron line on the 50 pound class outfits and I've already had the drags on my trolling reels checked to see if they are in good shape. Right now, I have the 50s spooled with 50 pound test monofilament, but am thinking of filling them with 80 or 100 pound test so I can muscle the fish. What's your opinion? Stan Clark.

I do not recommend going to a heavier line! Your 50 pound class

(Continued on page 26.)



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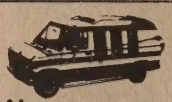

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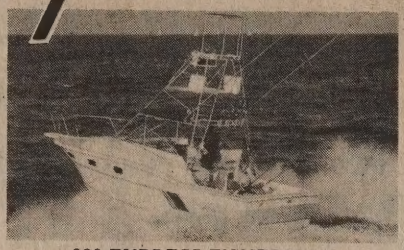

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tackle is—or should be, adequate for most inshore tuna trolling provided you are using it correctly. If you go to a heavier line you will lose a substantial amount of line capacity on those reels and when you do hook a tuna, he is more likely to strip the reel than if you stayed with the line thats's recommended, which in this case, is 50 pound mono or Dacron.

I'd first suggest you have those drags checked by a reputable repair shop. You might have worn drag washers or maybe the washers have been soaked and are not functioning as they should. If the problem does not lie in the drag system have someone pre-set your drags with an accurate scale. That way you will know exactly how much pressure you are applying when fighting a fish. All too often a too lightly set drag is the culprit and a simple adjustment will solve your problem in a hurry.

As to the 80 or heavier line. If you want to use 80 pound test, go to an 80 pound class outfit. Ditto for the 130 pound test line. You cannot apply enough pressure on your 50 pound class rods to get the full advantage of a line testing at 80 or larger. The only way to get that advantage is to use a rod rated to handle the heavier lines.

* * *

Doctor:

My monofilament fishing line keeps twisting and I can't figure out why it's happening. I spooled the line on the spinning reel as per the recommendations of the line manufacturer and yet each time I hook a fish the line twists so badly that I fear it will break under the strain of the fish I'm fighting. What to do? Don Strelecki

Dear Don,

I can only venture a guess as to the reason for your dilemma. If you are fighting those fish with a loose drag you will cause the line to twist each time you turn the handle of your reel when the fish is pulling line from the drag.

Try tightening the drag and work those fish a little harder during the time they are resting between runs. Generally, the fish will make a run and no matter what you do he is going to take some line. If you attempt to crank the handle during this rush you will continue to cause line twisting.

We usually keep the drags set at about 30 percent of the line's break point. This allows some room for error when applying extra pressure and yet it keeps the fish from taking line too easily. Also, a tight drag will generally tire a fish more quickly than will a loosely set drag.

You will be amazed at just how much pressure you can apply to a 12 or 14 pound test fishing line. Between the elasticity factor and the slippage of your drag you can virtually turn a fish over without having your line fail.

* * *

Dear Russ,

I am a dedicated tautog fisherman,

but seem to lack the necessary experience at hooking these bait stealing critters. This past fall I probably fed more blackfish than any other fisherman along the coast and yet, my total catch was nowhere near as good as that enjoyed by fishermen who fished near me on the party boats. I do use green crabs or fiddlers, which is the same bait used by the guys who do most of the catching. I also had the same kind of rod, reel and probably the same weight fishing line; so that is not my problem.

I am using a seven foot rod, conventional reel, 20 pound test monofilament line and a Virginia style blackfish hook in 5, 6 or 7 and that's the same hook everyone else seems to use for tog. Bob Roberts.

Dear Bob,

I guess we all spend some time feeding blackfish. I do not know of anyone who catches all the tog that hit their baits and when I do meet that mythical person I'll probably threaten him (or her) with bodily harm if he does not reveal his secret.

Your tackle seems to be adequate for togging. Maybe I would try a different hook, say a beak style in 1/0 or 2/0. The wider bend allows you to insert the hook through one claw hole (on green crabs) and out another. This will certainly cut down on the amount of bait that blackfish will steal without feeling the sting of the hook.

If you are using fiddlers, you might stick with the Virginia style, but drop down to a smaller size so you can insert the barb into the large claw hole and back out through the rear of the shell without breaking the crab. Blackfish can slip a broken crab off the hook quicker than you would imagine, but they cannot steal a well hooked bait so easily.

I generally cut green crabs into two or four pieces, depending on how large the crab may be. Bigger crabs, those which measure three to five inches across the shell are definitely four piece baits. The smaller green crabs will yield two decent size halves.

You should place the point of the hook into the rear swimmer claw hole and bring it back through the closest joint. This is the toughest part of the crab and by placing your hook through the meat, you ensure that is it not as easily stolen by pesky bergalls or, hopefully, blackfish.

The blackfish has a well-earned reputation for being a hard to hook fish. They smack a bait with lightning speed, slide it off the hook and are off to find another morsel before many fishermen have had a chance to realize they've had a bite. By hooking the baits as suggested, you will have that extra moment to feel the hit and your scores should show great improvement.

You'll still lose a lot of baits to bergalls as well as to those crafty tog, but that's all a part of the fun of blackfishing, and if it were too easy it really would not be as much fun.

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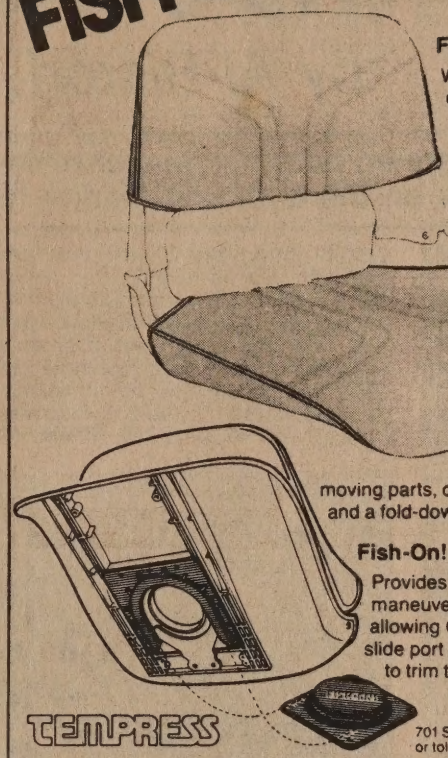

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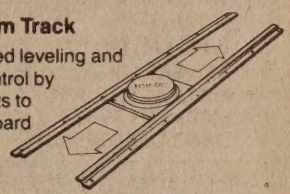

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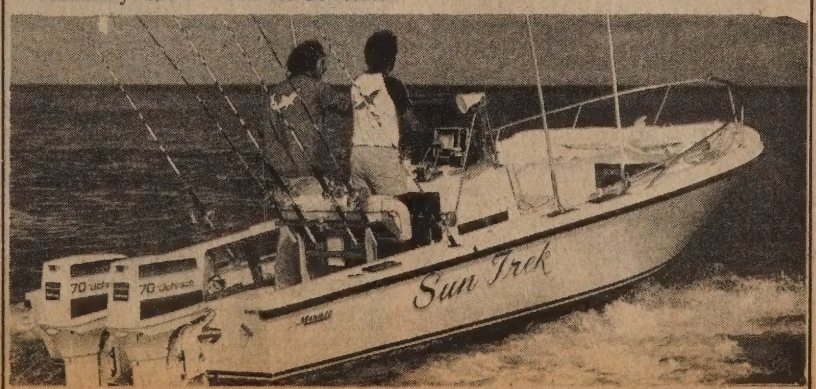


OUTBOARDS FOR 1985

by Al Ristori

A seasoned boatman/angler reviews what's new on the outboard market for 1985.

With the economy in high gear, 1984 was a big year for outboard sales—and 1985 should be even better. Fishermen will have a much wider choice as Evinrude and Johnson reheat the high-horsepower race with the first V-8 production outboards. In addition to a "fishing" 275, there's even a high-performance 3.6 liter model that probably puts out over 300 horsepower. Just as noteworthy are the big changes on the Evinrude and Johnson 120s and 140s—including loop charging.

Mercury and Mariner have a new 175 that was specially designed for saltwater use with lots of additional corrosion protection. Yamaha is basically consolidating after their big first year, but they've added both a two-year warranty and the first four-stroke outboard we've seen in some time. It's only a 9.9, but will prove ideal as an accessory motor since it can draw directly from the fuel tanks of inboard, I/O and oil-injected outboards. Chrysler is no longer with us, but some of their outboards are still available under the Force label from U.S. Marine Corporation. Suzuki has introduced new 55 and 65 horsepower outboards with a unique overheating protection system, but the big excitement will come in the 1986 model year when they break above the 140 horsepower that tops the line at present.

Oil injection is rapidly taking over, wtih Evinrude, Johnson, Yamaha and Suzuki applying it to all large outboards from the 40 horsepower area up. By the same token, most smaller outboards now operate on a 100:1 fuel/oil mix. However, Mercury and Mariner still use oil injection only on the largest outboards, and stay at 50:1 for the rest. Oil injection systems can be a problem if something goes wrong with them, but they provide a substantial savings in oil purchases, save time at the gas dock—and eliminate that annoying cloud of smoke in your face while idling or slow trolling with the wind at your stern.

Evinrude: The new 275 horsepower V-8 is certainly the star of the new cast for anglers, but there's lots more to check out in a line which includes 85 models in 27 power categories, including electrics. There's also the performance rated 3.6 XP V-8 and major changes in the 120 and 140 horsepower V-4s which include loop charging. Best of all from an economy viewpoint, the Variable Ratio Oiling (VRO) system introduced on the V-4s and V-6s last year is now offered on all remote electric start models from 40 horsepower up—while internal design and manufacturing improvements now permit Evinrude to recommend a 100:1 fuel to oil ratio on all recreational models from the 2 horsepower through the 30, plus the 40 and 50 horsepower tiller models.

The loop-charged 275 is the first V-8 fishing motor, and it has all the features you'd expect in a top-of-the-line outboard. In addition to VRO, there's a 35 amp alternator, water-cooled regulator/rectifier to allow use of maintenance free batteries and eliminate overcharging—and a heavy duty,

Evinrude's 275 hp Loop-Charged V8

Johnson's 275 hp V8 Looper with VRO

commercial grade gearcase with a custom matched gear ratio. An electronic shift assist momentarily interrupts the power flow, when required, to ease shifting. The 3.6 XP is very similar, but intended more for racing.

The five V-6 outboards remain the backbone of the high-horsepower line. Starting with the performance 2.6 XP, there's the 235, 185, 150 and 150 XP. I used the 235 on my Mako 25 last year and was well-satisfied with it. The big motor served as well while racing offshore for big game as it did in very slow night trolling late in the fall for big stripers. With the VRO system, the slow trolling was pleasant as there were no fumes to contend with; and it was nice not to have to spend lots of time dumping cans of oil into the gas tank. Many owners of large center consoles have had excellent results with twin 150s (electronics leader Darrell Lowrance among them), and the high performance 150 XP has been a big hit in the bass market. These V-6 outboards have the 35 amp alternator to permit use of many electrical accessories, and the water-cooled regulator/rectifier which allows use of maintenance-free batteries. A new sacrificial zinc anode has been added to the stern bracket for added corrosion protection when the engine is tilted.

A very important addition to the V-4s is loop charging on the 120 and 140. These motors utilize an innovative manufacturing process called "lost foam casting," which allows a greater latitude in design resulting in stronger components with fewer pieces. They also feature race-tuned carburetors similar to those on the new V-8, plus permanent mold cylinder blocks for added strength, and throttle-controlled cooling for fast warm-ups and cool running at higher speeds. With loop charging, the 140s are reputed to be more powerful than last year's 150s—and also more economical. In fact, the reports are so good that I'm switching from the single 235 to a pair of 140s on my Mako 25. Alone among the V-4s, the 90 horsepower remains the same; but there's been a late introduction of a 115 with a 20 inch shaft.

The oiling changes and sacrificial anodes for corrosion protection make the mid-range 2 and 3 cylinder motors better buys in 1985. The compact line-up gets the new 20 horsepower with through-hub exhaust—and it's available in either remote electric start or tiller rope start. All of the compacts from 9.9 to 30 horsepower have through-hub exhaust, and the 9.9 features a refined carburetor which results in more power and speed. As with the 2 to 8 horsepower lightweights, the compacts now feature that 100:1 oil mix.

Six commercial outboards include the V-6 155, a V-4 100, a 3 cylinder 65 and twin cylinder 55, 40 and 25 horsepower models. The three largest have VRO, and all feature extensive corrosion protection.

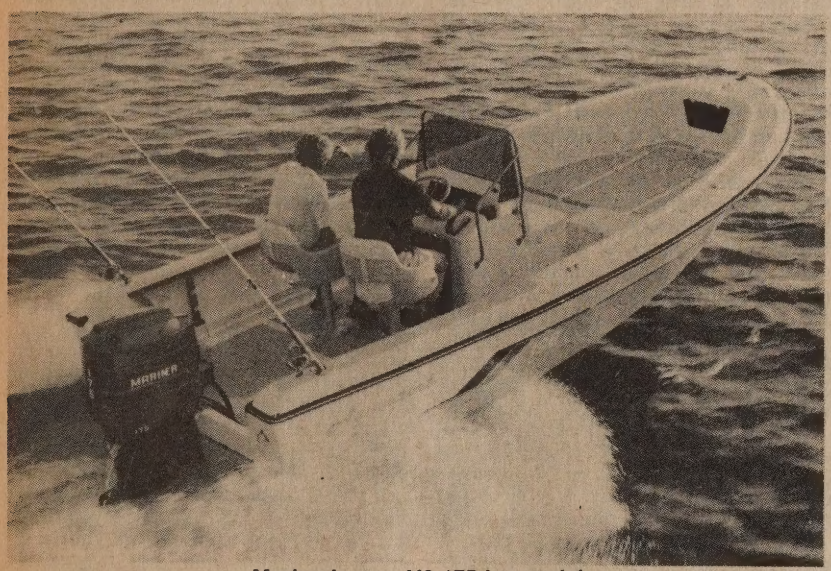
Evinrude owners can now take advantage of a new expanded service protection program. The OMC 1 + 2 Extended Protection Plan adds two years to the normal one-year OMC limited warranty. The cost ranges from about $50 to $500 depending on the motor to be covered. It's transferable to another owner, and the only additional fee is a $25 service charge each time the motor is worked on.

Johnson: This other line from OMC is virtually identical to Evinrude, but handled by different dealers. A total of 72 models in 24 horsepower categories are offered, and all the major additions are the same as those just described for Evinrude. Topping the list are the new V-8 275 hp and 3.6 liter GT, plus the loop-charged 120 and 140 hp—and the compact 20 hp. Variable Ratio Oiling (VRO) has been added as standard equipment all the way down through the remote electric start 40, 50 and 60 hp engines, and the non-VRO models now have a 100:1 fuel/oil ratio. The 35 hp has been replaced by the 30, which is a bit further from the popular Sport 40 introduced last year. The OMC 1 + 2 Extended Protection Plan provides two additional years of limited warranty for Johnson owners at a nominal cost.

Mercury: The new 150 XR2 is a big hit on the bass circuit, providing more power and improved acceleration over the standard 150 Black Max. The 150 XR2 breathes better and runs cooler due to a new louvered cowl, while new exhaust tuning and a spark advance module ignition system boosts power and speed over 5,500 rpm. As with the standard Black Max 150, the new motor has loop charging and an oil injection system. The difference in suggested list isn't great: $7,053 versus $6,877.

Also new is the offshore-oriented 175. This 142 cubic inch model offers greater gearcase durability and

(Continued on next page.)



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chrome cylinder bores for increased engine life. In addition, the 175 has a specially formulated marine aluminum alloy (XK-360) which is reputed to be the most corrosion-resistant of any outboard—and all shafts exposed to water are stainless steel. All internal powerhead water passages are coated with strontium chromate which forms an impenetrable barrier against saltwater. Yet, at a suggested list price of $7,289, it's only slightly more expensive than the 150s.

All Mercury V-6 outboards have adopted a new power trim system for 1985. The system offers a full 20 degrees of trim and 75 degrees of tilt in order to help get on plane quicker. The 200 tops the standard line, but there's also the 3.4 Litre Limited Edition—the most powerful V-6 available, though only on a special request basis. Dropping down from the V-6s, there are the 6-in-line 90 and 115; plus the 4-in-line 50 and 75. The sole three cylinder is the 60. Twin cylinder models are the 7.5, 9.8, 18XD, 25XD and 35. The XD models are "extra durable" and the favorites of remote fish camp operators wtih Thunderbolt ignition and tiller hand gear shift. At the low end are the single cylinder 2.2, 3.5 and 4.5.

Mariner: This division of Mercury has developed a similar high horsepower line (though at very slightly lower prices) and is moving away from the Yamaha-produced smaller outboards that they started with. New this year are the 150 Magnum for the bass circuit and the 175 for offshore fishing, plus 20 and 25 hp models made in Wisconsin; and a lightweight, low profile 8.

The V-6 lineup includes the standard 150, the new 150 Magnum, the new 175, a 200 and the W150 commercial outboard—all wtih loop-charged induction for fuel economy, and a new self-contained power trim. All but the W150 also have oil injection. The 175 and 200 also get the maximum in corrosion protection for saltwater use. The new 20 and 25 are loop-charged, twin cylinder products of the Fond du Lac factory which are even faster starting and more durable than the models they replace. They have chromed cylinder walls, an alternator, stainless steel water pump, and a fish line cutter to protect the propshaft. With a pull of the manual choke, fuel is injected directly into the manifold to prime the motor and assure one-pull starting. The new low-profile 8 features capacitor discharge ignition and a full gearshift. Unique to this engine is a side-mounted shift lever which can be placed on either side of the cowl. The 8 has through-prop exhaust and offers four tilt positions and a shallow water setting.

Other Mariner models include the 6-in-line 90 and 115, the 4 cylinder 50 and 75, the 3 cylinder 60, twin cylinder 9.9, 15, 30 and 40, and single cylinder 2, 4 and 5.

Yamaha: This strong competitor in the outboard market throughout most of the world made its debut in the U.S. last year with a quite complete line. That didn't leave them with much to introduce this year, but they have come up with 4-stroke outboards and a two-year limited warranty policy.

Yamaha features Precision Blend Oil injection on all models from the electric start 40 on up. All of the smaller motors run on a 100:1 oil mix. Horsepower ratings are at the prop. The two year warranty went into effect on August 1st last year and applies to all Yamahas sold after that date. All major components are covered.

The four-stroke 9.9 hp is the most interesting outboard introduced this year. The previous attempts at such outboards were defeated by the high initial cost which made them practical only if used almost continuously. The four-stroke 9.9 will be an ideal utility motor because it can be hooked up to the same fuel tank used by oil-injected outboards, inboards or stern drives. Furthermore, there are two versions of this motor. The high thrust 9.9 is a low-RPM, high-torque engine using a large-ratio reduction gear and a patented Dual Thrust prop similar in size to those used on the 40 and higher horsepower outboards. Yamaha claims that it resembles an inboard in performance, but has the advantages of light weight (86 pounds), space savings, noise reduction and fuel economy. The high-thrust 9.9 comes standard with a high output alternator that provides 10 amps at 2400 RPM and 13 amps at 4500 RPM—a feature that provides plenty of power for running electronics or recharging main batteries. The standard 9.9 offers a 6.7 amp alternator as an option.

Topping the Yamaha line are five 90 degree V-block engines. Included are the four cylinder 115 and six cylinder models of 150, 175, 200 and the 220 + 2.6 liter special. Though basically the same engines as last year, a few improvements have been made. All the oil-injected outboards now have a transparent section of oil delivery hose so the flow can be visually checked—even though that's not necessary with the warning systems provided. Idling on V-6 models has been improved due to new cylinder heads with redesigned combustion chambers and changes in ignition timing. The V-6 Special delivers over 220 hp and features a microcomputer which makes instant adjustments under various operating conditions. Unlike most competitors, Yamaha supplies a stainless steel propeller, tach and trim gauge with each V-block outboard.

The three cylinder lineup includes the 90, 70, 50 and 40. A new version of the 40 is the 40 ETLK, a 20 inch shaft length electric start that comes standard with power tilt. The 70 and 90 have a stainless steel propeller as standard equipment, and a tach comes standard with the 50, 70 and 90 models. A new tiller handle is available in kit form for the 40 and 50, offering the convenience of the key

switch, shifting and ignition safety switch right on the tiller.

Twin cylinder models in addition to the new four-stroke 9.9s, are the two-stroke 8, 9.9, 15, 25 and 30. All of the latter have the 100:1 fuel:oil ratio and loop-charging. The single cylinder kickers are the 2, 4 and 5. All are loop-charged and feature the 100:1 mix. Yamaha also offers new remote control cables. They utilize 10-32 threaded end cables that incorporate stainless steel cores, plastic inner liners and factory-installed lubricant and anti-corrosion materials.

OMC: The Sea Drive lineup hasn't changed. There are nine model choices and three power ratings. The space saving Sea Drives install directly to a full height boat transom and eliminate the need for cumbersome inboard motor boxes and cut down motor wells. Over 60 boat manufacturers offer OMC Sea Drive models at present. The power options are a V-4 1.6 liter, a V-6 2.5 liter or a V-6 2.6 liter. All have Variable Ratio Oiling (VRO), and each V-6 comes standard with a 35 amp alternator.

OMC Parts & Accessories has introduced new Johnson GT and Evinrude XP High Performance Lubricant for high performance outboards such as the Johnson GT and Evinrude XP models.

Eska: There's no change in this line of small, American-made outboards. The air-cooled Mighty Mini 2, the air and water cooled 5 and 7.5, and the water cooled 9.9 and 15 are all loop-charged. The first three are single cylinders and the latter two are twin cylinder outboards. All get the tough, but flexible urethane-based Sea-Hyde corrosion resistant finish that makes them suitable for saltwater use.

Sears: The outboards carried by one of America's leading retailers range from 1.2 up to 15 hp. All but the 1.2 Gamefisher now have twist grip throttles, while the 5 and 7.5 hp motors are now both slightly lighter and more compact.

Suzuki: Suzuki retains the DT 140 as its biggest outboard. Additions are the three cylinder DT 55 and DT 65, which join the DT 75 and DT 85. The new motors feature automatic ignition timing controlled by integrated circuits, eliminating mechanical linkages for that purpose, and a new overheat warning system that even cuts engine speed. Both the three cylinders and the four cylinder 115 and 140 have loop charging and over-rev limiters. In addition, the 115 and 140 get a new tuned exhaust. Oil injection is standard from the 40 on up. At the lower end there's a new 4 hp. The DT 4 is a single cylinder that weighs 21 pounds and features a two-position shallow water drive. All of the smaller motors from 2 to 40 hp now have a hand-operated system that provides an alternate trim position for running in shallow water. In 1986 you can look forward to Suzukis of over 140 hp.

Force: These are the old Chrysler outboards, now owned by U.S. Marine Corporation—which puts out Bayliner boats. The line has been considerably reduced, and the extended two-year warranty that Chrysler had been offering is no more. However, prices have not gone up over 1984. New is the 4-in-line 125 that tops the line. It has electronic ignition, twin carburetors and a large capacity water pump. The three cylinder Force 85 has similar features. Twin cylinder models are the 9.9, 15 and 50, while Force also offers a 4.

Cruise 'N Carry: The 6700, which came in late last year, is still regarded as a new product. Weighing only 16 pounds, 9 ounces, the 6700 develops 2.7 hp and has a suggested list of $379.50. Standard features include a positive forward-to-neutral gearshift with full pivot reverse, a twist-grip throttle with an adjustable friction lock, a three-blade prop, double stern bracket, tilt-up lock, and an adjustable friction pivot for steady tracking while trolling. This model joins the original 660 that weighs 12 pounds and develops 1, 5 horsepower. Both motors are air cooled and will have a chrome-plated exhaust pipe this year. A long shaft (20 inch) version of the 6700 may be available in the spring, and a kit is being developed which will allow conversion of the 6600 and 6700 into long shaft outboards.

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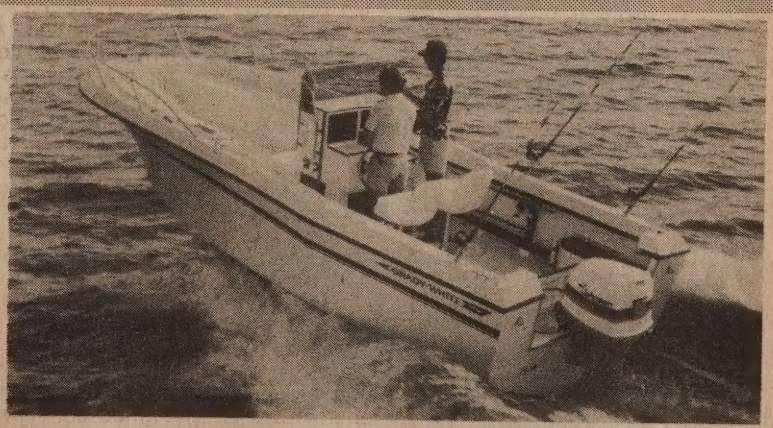

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DO IT YOURSELF BILGE PUMP INSTALLATION

by Carl Velte

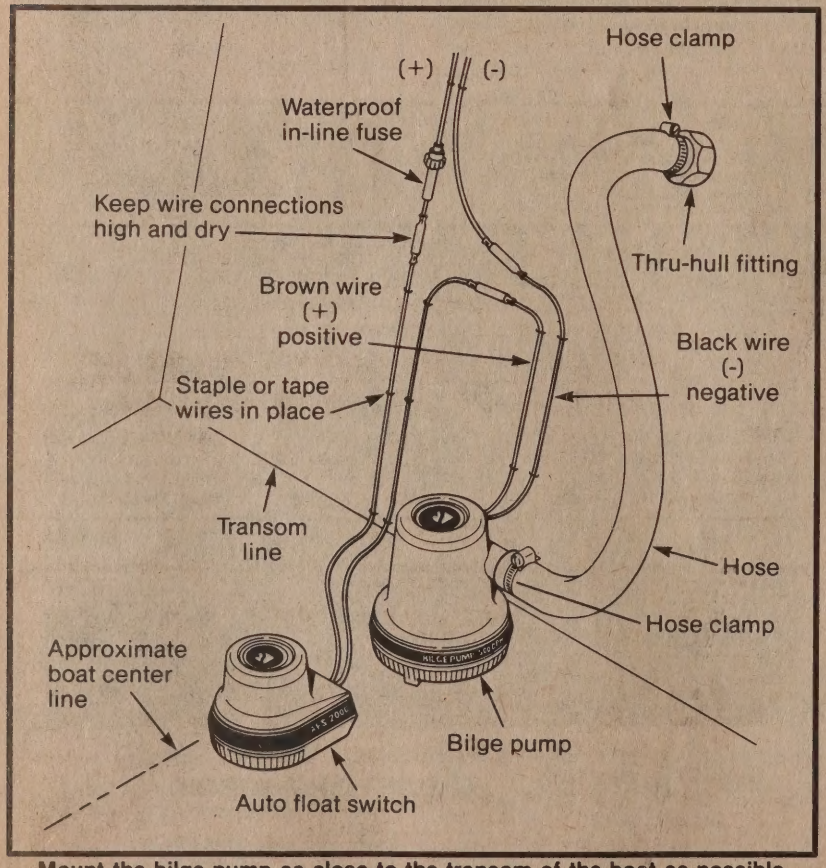
The author is head of research and development for Attwood Corporation, a major manufacturer of marine accessories.

What can you do to your boat in a short time that will save you money and give you an extra margin of safety? Simple. Get rid of your worn-out or underpowered bilge pump and install a new one yourself.

All it takes to do this job quickly are a few tools and a few simple suggestions. You'll need a screwdriver, pliers and possibly a drill. Next, comes choosing the right bilge pump for your boat.

There are several important considerations in choosing a bilge pump. First, know your own boat. Boats of the same length can take on different amounts of water, depending on their designs. That means different pump requirements.

Next, consider the gallons-per-hour pump capacity and head requirements. Head is the vertical distance water has to be pumped up and out of the bilge, and it affects any bilge pump's capabilities. The GPH rating of a bilge pump refers only to the pump's open flow capacity (no head). To help you choose the right size pump, leading manufacturers provide charts matching pump capacities with boat sizes and head requirements.



Mount the bilge pump as close to the transom of the boat as possible. Place it in a position that will allow access to the drain plug. Always secure pump and switch in place, using screws or epoxy glue; never leave them loose in the bilge. Always keep the hose directed upward from the pump outlet. Cut the hose to proper length to prevent it from dropping down to the bottom and looping around. This will help to prevent airlock.

While price could be a consideration in buying a bilge pump, a guarantee of performance may be a better criterion. Look for a specific promise concerning the pump's capacity and longevity.

When replacing a bilge pump, make sure the new pumps fits into the same space as the old one. Once it is in place, the pump should be screwed down tightly onto the mounting surface. Use adequate size screws. A pump that is loose in the bilge area could tip over and become totally ineffective. If you need to drill holes in the mounting surface to install the pump, be careful that the drill does not penetrate the hull.

When a float switch is installed to operate the bilge pump automatically, it should be mounted as near the pump as possible. To avoid running the bilge pump dry, always place the float switch above the level of the bottom of the pump.

An automatic float switch is recommended on vessels over 20 feet long with permanent sleeping accommodations. Seats in an open cockpit area that pull out into a sleeping bunk are not considered permanent accommodations.

Any boat with an automatic float switch must also have a way to operate the bilge pump separately. Leading manufacturers like Attwood offer a three-way switch to operate the pump. The switch has automatic/off/manual positions. It's a safety feature that allows the bilge pump to work if the float switch fails to operate. The three-way switch is also an easy way to periodically check the operation of the float switch. Whenever your boat has been docked for several days with the float switch on, flip the three-way switch to manual. Look to see if any water is pumped out. If not, the float switch is doing the job.

Even if you're not an avid do-it-yourselfer, wiring a bilge pump can be a simple task. The pump should come with two wires attached: one brown and one black. The marine code for bilge pump wiring is *brown wires are positive, and black wires are negative.* Most bilge pumps and float switches are easily connected to your boat's 12 volt battery. The best procedure is to follow the manufacturer's recommended wiring diagrams. To make

sure you get safe, dependable performance from your bilge pump, one procedure is very important. *All wiring connections must either be completely waterproof or fastened high enough above the bilge water so they do not get wet.* One installation tip from Attwood is to keep wiring fixtures as close to the transom and bulkhead as possible. This makes it easier to tape or staple wires up and out of the way.

If the wire connections are exposed to water, the pump may short out. The most common short occurs after the pump has been running for a time and is turned off. As the motor in the pump cools, a vacuum is created inside, and water is literally sucked through the space between the wire and the wire casing, right into the pump motor. End of pump.

The basic rules for wiring a bilge pump also apply to an automatic float switch. One caution: The float switch should always be wired into the *positive* (brown wire) side of the pump.

A proper fuse is also needed for safe bilge pump operation. Normally, fuses are part of the boat's wire harness and are not supplied by pump manufacturers. When installing a new pump, check to see if the old one was fused. A waterproof fuse holder should be used to help prevent corrosion.

Different bilge pumps use different size hoses. When you install a new pump, check the package for the correct hose diameter needed. Measure the hose that's already in the boat to get the right length.

There is a key to installing the hose correctly. Make sure the hose does not loop down below the pump inlet and back up. If the hose gets crimped in this way, it can cause an airlock problem in some bilge pumps. In any case, it is wise to choose a pump that corrects its own airlock.

All hose fittings should be clamped, and the clamps must be the right size. Just ask for clamps that match the size of the hose you are using.

If you are replacing the hose and clamps, chances are you will also need a new thru-hull fitting. This may involve enlarging the opening in the hull. Check the bilge pump package to be sure you have the right size thru-hull connector.

When putting a bilge pump into a boat that never had a pump, be careful in placing the thru-hull connector. Make sure the connector is installed as high as possible on the transom or the side of the boat. This will allow the bilge water to flow through the pump and out of the boat above the water's surface. Remember, the more people on board, the lower the boat sits in the water.

Once the thru-hull connector fits tightly, it should be caulked with a good grade of marine caulking. Check caulking periodically to be sure there are no leaks.

Installing your own bilge pump or float switch will make you happy with your boat, your budget and yourself.

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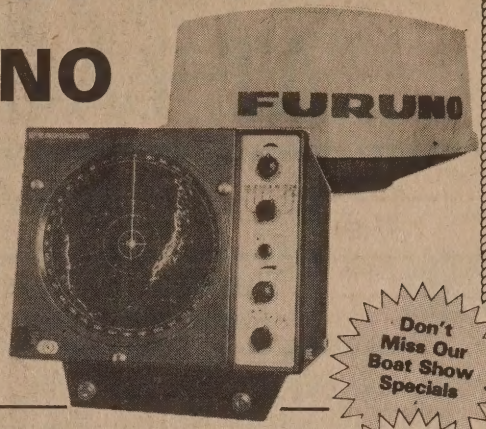

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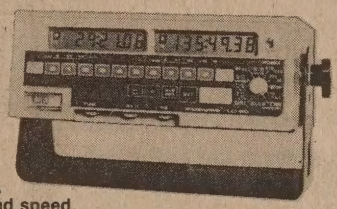

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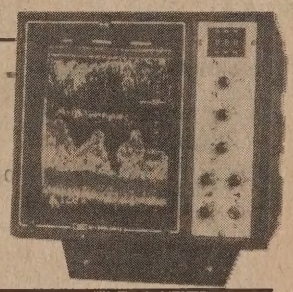

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COURTESY AND EFFICIENCY AT LAUNCH RAMPS

by Art Michaels

These two virtues go a long way in making boat launching a hassle free task for all concerned.

Suppose every time you launched your boat, no one was tying up the dock, and each time you retrieved your boat, the ramp was clear and you didn't have to wait for anyone. Enjoying this ideal situation is not impossible—it just takes a little application of the Golden Rule at the launching ramp.

When you launch and retrieve your boat, a little courtesy and efficiency goes a long way in making your experience more efficient and courteous.

1. Get to know your favorite access sites so you can plan your launching and retrieving for maximum efficiency. For instance, many boaters tie up launch ramps because they don't even realize that places near the ramp are specially constructed and marked for tie-down after you get your boat on the trailer. In this way, more boaters can launch and retrieve crafts be-

Striving for quick launchings and retrieves will help alleviate ramp congestion.

cause tying the boat down and securing your tackle and gear takes place in these specially designated areas. If your launch site has this provision, use it. If it doesn't, as soon as you get your boat on the trailer, secure the winch and make your way to the parking area. There, away from others trying to launch and retrieve their boats, you can fiddle with your equipment and get ready to leave as leisurely as you want. An unhurried approach to securing your gear and boat is what most people favor, anyway. For one thing, you can ensure that all your gear is accounted for and stowed properly for the trip home. For another thing, I sure don't get a thrill running around like crazy after a long day on the water.

2. Similarly, many access sites have specially built areas for launch preparation so that anglers don't tie up the ramps getting their gear ready. Use these spots, too. These are the places where you can remove many of the tie-downs, get some tackle ready, put the engine in place if it's not there already, and stow some equipment. If your launch site has no place for launch preparation, perform these taks in the parking area; then when it's your turn at the ramp, you're in the water and out of the way fast.

3. If access areas have docks or beaches where you can wait for friends or complete your fishing preparations, use them instead of sitting at the launch ramp. Remember that the idea is to get your boat in or out of the water quickly and safely, and then either get your car and trailer parked or get your trailered boat out of the way so that others can launch and retrieve their boats.

4. When you head in to retrieve your boat, store equipment and secure your gear during the trip to the ramp, not at the ramp. When I head in after a fishing jaunt, for instance, the tackle is completely put away, lines are wrapped and tied, and everything that's coming out of the boat is ready to be stored in the car. I don't tie up the ramp this way, and I get home faster. In addition, when I launch for the next trip, I get under way and my lines get in the water faster.

5. Develop a routine for your launching and retrieving, as a pilot repeats a checklist for taking off and landing. This procedure increases your efficiency for fishing by getting your gear ready for use or by getting it put away quickly. It lets you spend the least amount of time at the ramp.

6. Before you launch your boat at a new access, look the place over and decide how you're going to launch and retrieve for maximum efficiency. Is there a dock at which you can get your gear ready immediately after launching and where you can secure your equipment before retrieving? Are there special areas for launch preparation and tie-down? Answering these questions before you launch can give you more time on the water and can let other boaters enjoy the sport more, too.

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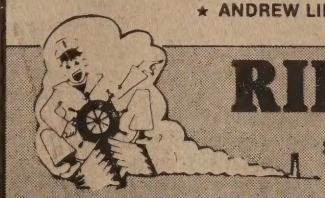

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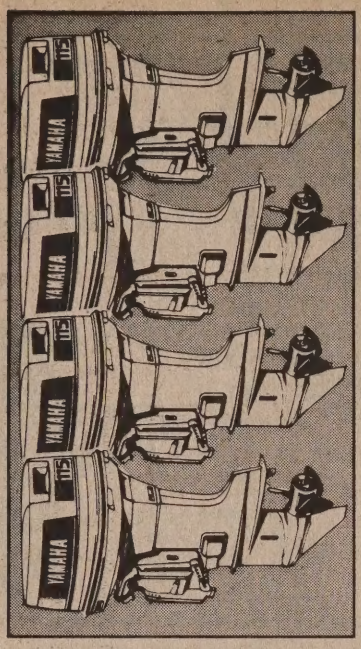

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OUTBOARDS by YAMAHA

IT'S SHO

by Brian

Pleasant though it is, the fall fishing season does come to an end. Fishing stations pull the last of their skiffs from the water. Half the party boat slips at Captree are vacant; ice begins to rim the boundaries of shallow bays, and one's spouse begins to catalog items of household maintenance that have been deferred during the September-October season.

Fishing doesn't disappear entirely, for die-hards can find party boats that fish cod all winter long. Brackish creeks can be worked for white perch and knowledgeable fishermen continue to find flounder during the mild spells. But for most of us, there is not a lot to do. Two or three winter cod trips per season usually suffice to fill my misery quota. After that I need to stay home to make sure that the fingers will regenerate in time for April.

So the most pleasurable way for the winter angler to spend an idle hour or two is to go to one of the various sportsmen's shows which have been growing in popularity these past few years. Sportsmen's shows are not limited to the winter season, and many outdoor men attend such fall events and the waterfowl decoy shows that have become so popular these past few years. But for fishermen, there are three particular shows which should be marked on the calendar.

The first is the New York Boat Show, an event which has been around for many years. I make a trip every second or third year. Even if you don't have money for a boat (I'm a long way from one myself), there's a great deal of entertainment to be had in wandering through the displays, collecting the brochures, and picking salesmen's brains about their products. If you wait until you can afford a boat before becoming informed about it, you'll likely make your purchase without sufficient information. Most of us are too impatient to inform ourselves as completely as we should, once the opportunity to buy is at hand. So you may as well go in and price the hull of your heart's desire and learn all you can, not only about the brand, but also about the generic differences between different types of equipment. The show has not displayed a great deal of fishing tackle in the past. Fenwick and Penn usually have displays on hand, but there isn't much selling being done on the spot. This may change if and when the Boat Show moves to the Convention Center when it opens. (This also seems to be an "if and when" proposition.) The Coliseum can get crowded during the Boat Show's run and perhaps enough additional space will be available at the Convention Center so that more tackle distributors and sporting goods stores will sign up. Sea Isle is there again and perhaps more dealers will follow suit in the future. The 1985 Boat Show is set for January 12th through 20th.

More accessible than the Boat Show is the New York "Sportsmen's Expo" at the Nassau Coliseum. This will be held in the Coliseum basement January 23rd to 27th and offers a better chance to do some shopping if your tackle budget will permit. Tackle stores will have their usual displays for this event and so will tackle liquidators who travel from show to show. Don't get carried away by the carnival atmosphere. Most of the gear on sale can be had elsewhere at the same price. I have, however, been able to pick up good buys on lures and other terminal tackle from liquidation sales and there's certainly no reason not to

Boat Show visitors can view

W TIME!

ulholland

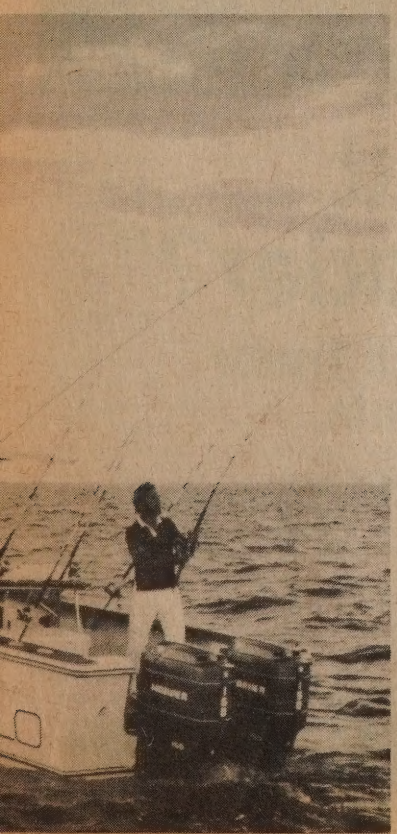
bring money if you'd like something substantial. This show also affords good opportunities to purchase reels which are being dropped from their manufacturer's product lines. I saw a few Shakespeare 1980 baitcasting reels at the last one, priced at $30 to $35. That's certainly a good buy, and there may be similar ones at the next show as well. The Sportsmen's Expo is also a good place to meet charter boat captains and discuss their services and rates if you're in the market for chartering next season.

My favorite is the "Fishing and Outdoor Exposition" held February 25th-March 4th at Rockland Community College. This requires a bit of a drive, to Suffern, New York. (Take the Thruway to Exit 14B and go from there.) The show is a true tackle buff's delight, full of close-out sales, and drawing dealers and suppliers from a wide area. The Midland Tackle Booth is a particular pleasure because they generally have substantial numbers of blanks on hand that are being dropped from their makers' product lines. Prices are often better than reasonable. I picked up two graphite blanks at $10 apiece at the last show that proved to make very nice baitcasting and spinning rods. At those rates, the blanks were cheap enough so that I felt free to experiment without cringing at the cost. As a matter of fact, the blank hunting to be done is good enough so that I make a point of arriving for the first day as close to opening as is possible. Like the Nassau Coliseum, the Suffern exposition is a good place to make contact with charter boat captains, camp operators, big game guides, white water rafting and canoeing guides, and virtually any other shape or breed of outdoor specialist that you might care to meet. Even if you don't care to go to sign up for a trip, it's a great place to educate yourself as to what specific services the outdoor market now offers.

If you can't get away from home, there is another good way to feed your fantasies. From November on major tackle makers and mail order dealers issue a blizzard of new catalogs. Most of these are available at either no charge or for the cost of a dollar—which isn't unreasonable. If you'll take the time to write for these catalogs, you'll have ample fodder for hours of pleasant rumination about the gadgets you have, the gadgets you'd like and the best way to stretch the budget to cover new purchases.

Fishermen miss more than they realize by not collecting catalogs. Even if you'd rather deal with a neighborhood tackle store, a catalog can be helpful in appraising you of what's on the market. Most stores that carry blanks, for example, have them grouped in a confusing array which befuddles the buyer. You can always ask for advice, and you certainly should; but the more knowledgeable you are when you go in, the better your questions will be. It's also true that some types of equipment are not commonly carried on the shelf by local tackle dealers. If you want to get a steelhead blank or some other piece of exotica, you may have to do it through the mail. If you don't like mail order buying you can still drag the catalog into the dealer to illustrate your particular choice of equipment.

So, if you're looking for some pleasant distractions this winter, plan on sampling a show or two and do some catalog browsing as well. Those long winter nights will be much easier to handle and next season will be that much closer.



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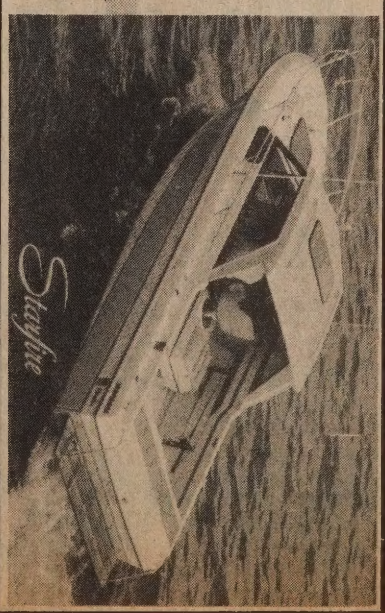

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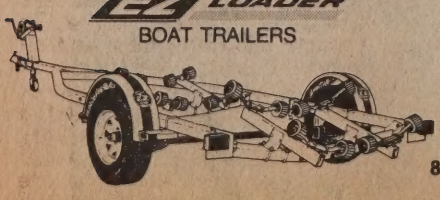

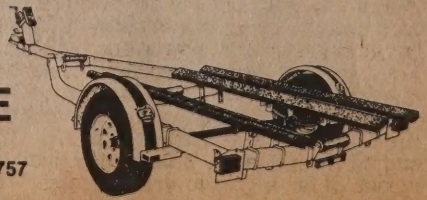

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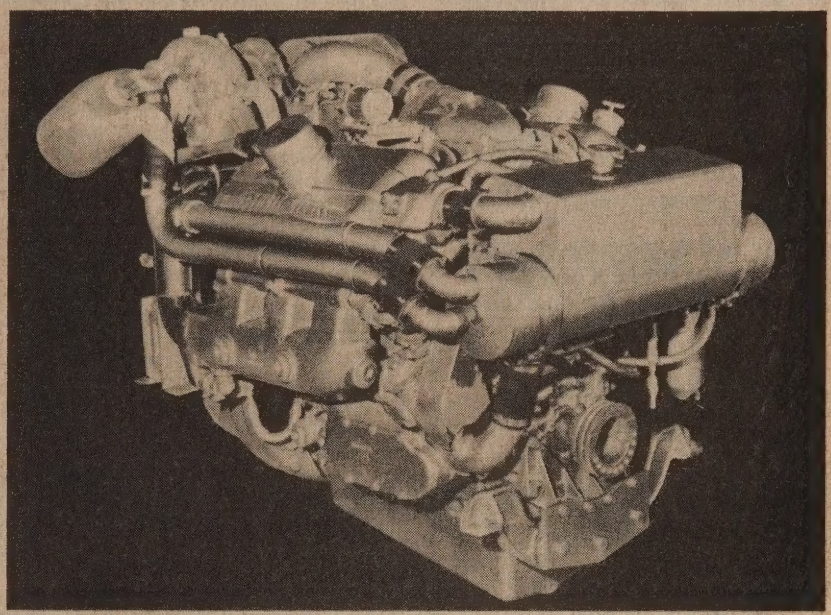
MARINE DIESELS:
A Little Care Goes A Long Way!
by Doug Johnson

More and more fishermen are purchasing diesel engines for long range running. Here are some tips to keep them running right.

If you have a diesel or are planning to obtain one for your new boat, you will find that it can be a very pleasant experience. My experience as an Engineman in the Navy (including riding the rivers in Vietnam's I Corp for a year), along with working on the Philadelphia waterfront as both a port and operating engineer on tugboats, has enabled me to appreciate the real soundness of a diesel. A lot of people understand the basic difference between gas and diesel, but they do not understand that this workhorse called a diesel can only be a true powerhouse with proper maintenance.

Most of us know that the big difference between the two engines is basically that gas engines ignite the fuel mixture with a spark plug, but diesels do it with compression heat. To put it in very simple terms, the diesel engine compresses air to a ratio between 15 to 1 and 19 to 1. By taking a volume of air and pushing it together on the upward stroke of the piston, causes the air molecules to pack tightly and thus causing an increase in temperature. Conversely, as the temperature rises, so does the pressure on the top of the piston. At a certain point, the injector will send a very fine mist of diesel fuel into this cylinder. Since the temperature in the cylinder is well above the point needed to ignite the fuel, the fuel will start to burn. If all conditions are right, the fuel will burn in a very efficient flash (not an explosion) and transmit this burst of energy to the top of the piston, thus moving the crankshaft and finally your propeller. The result of this cycle of events should enable you to realize that three items are very important to keep your diesel purring with a nice "efficiency haze." These items are: 1) Air quality and volume; 2) fuel; and 3) lube oil.

First, let's look at our air requirements. A diesel engine is truly a glutton when it comes to air. A diesel uses great volumes of air not only in its compression and combustion cycle, but also in its scavenging cycle (purging the cylinder of spent exhaust gases). Since great volumes are demanded, it is important that your engine room enables a very effective means of air to get to your engines. Usually the manufacturer has made adequate provisions, but some cosmetic changes by the owner redirects or changes an air channel. Before you do any cosmetic change on your boat that will affect the air flow to your engine space, please consult a competent diesel mechanic. Also, don't be tempted to "plug-up" an air opening with a rag. You can easily make your engine suck all the air out of its space in a matter of seconds. Just ask any submariner that has been aboard a diesel sub that was running underwater with snorkel. If the snorkel closed for even a couple of seconds due to a large wave, their ears felt like an explosion outward!

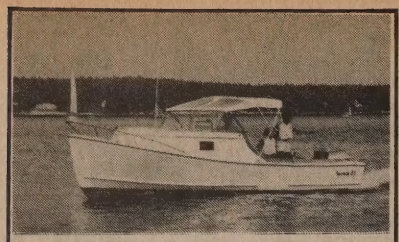


Johnson and Towers' 375 hp 6 V-53T compact turbocharged diesel is designed for twin installation in fishing machines geared to getting offshore in a hurry.

The temperature of the air also makes a considerable difference. Does hot summer temperatures or cold winter air make a diesel run better? The answer, once the engine is running, is colder air. Why? The colder the air, the more air molecules occupy the same volume of air. Thus your engine has more to "compress" and also more oxygen is available per volume of air. The lesson from all of these is to make sure that your engine room has a very ample supply of air for both needs of the diesel and to keep the engine space from becoming unbearably hot. Finally, those cleaners that are either hooked up to your engine blower or to your engine's turbo charger must allow a very great volume of air to pass. Photo #1 shows a typical "blower" found on a General Motors diesel. The blower is gear driven and incorporates two revolving lobes that have little space between them. If any large particles or a lot of dust should pass through them, you could damage the lobes easily. Therefore, follow the manufacturer's recommendation on air filter change. In fact, it wouldn't nurt to accelerate the changing time by 10 to 20 hours. Remember, your diesel uses more air than any gas engine. Therefore, give it all you can!

The next item to discuss is fuel. To put it simply, the single most important item to consider is to keep your fuel clean at all times. For those of you who have never overhauled a diesel, you can't appreciate the very fine mechanical engineering of a fuel system. If you recall earlier in the

(Continued on next page.)



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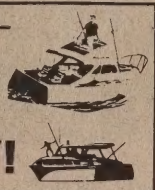

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article, we were talking of compression ratios that can approach 19 to 1. In order to force fuel into the piston space, the fuel system must be able to penetrate these high pressures and deliver the fuel in a tightly packed piston with no dribbling or irregularity. To accomplish this, the diesel has an injection system that meters a precision amount of fuel based upon the desired RPMs. The fuel is delivered at the precise time. If you noticed, I use the word precise frequently. The reason is simple: the injection system is a very precise mechanical marvel. To outline what happens is simple, the fuel is drawn from the tank and passed through a primary filter (in the Navy we used to centrifuge the fuel before it even went to the primary filter). The primary filter is basically a filter that removes the big particles and, hopefully, any other large debris. From the primary we go to the secondary filter that removes very small particles that are in the micron size. From here we usually go to a fuel pump and then to an injector. Some engines have a separate high pressure pump and send the fuel to the injectors by way of a "rail." Others have the high pressure pump and injector all in one unit. To completely define the various types and their operation would probably require a six part series of articles or a solid month of study on just injectors. But to keep focused on our needs or what is important to you, I want you to visualize the effect of sandblasting on a piece of metal. If your fuel is dirty with even small particles, these little bits of dirt and metal will cause absolute havoc. Remember that your fuel system is under extremely high pressure once it starts its travel from the high pressure side of the pump. Thus, these particles that are in your fuel will be pushed against surfaces in your pump and your injector has been polished to a mirrow-like consistency. Any etching into these finely honed surfaces will cause a loss of pressure in your fuel system with a corresponding operation that will be erratic and very fuel inefficient. In fact, the need for clean fuel is so demanding that besides the two stages of filter mentioned before, some manufacturers have another filter on the inlet side of the injector. The reason being here is that the metering process that takes place in your injector is contingent upon exact dimensions being maintained by a barrel and plunge, a check valve, and a nozzle tip. Just get a speck of dirt inside and it's time to pull the injector and have it rebuilt by a competent mechanic. Photo #2 shows an injector for a typical Detroit Diesel, as mentioned before, the critical parts are found in the lower half of the injector. If we view the photo and look at the plunger, bushing, and check valve you can appreciate the extremely fine tolerance that is machined in each component. Also, please note that a filter is also incorporated in the inlet cavity to make sure that only clean fuel reaches the spray trip. In fact, the filter is so fine that it can "filter" out particles as small as .0004. Therefore, the lesson to be learned from this is to change those fuel filters at precise intervals. Use only high quality filters that have the desired filtering requirements. No bargains or trunk sales! Go directly to the authorized dealer for these filters. It's that important. Also, buy your fuel from a dealer who appears to maintain some semblance of order and cleanliness at his pumping station. A high volume fuel station will enable you to get fresher fuel. Fuel tanks that sit idle with only a partial capacity can grow a mold inside them. This slimy mess is just great for clogging up your injectors. Water is your other enemy. Not only will it freeze in your system in the winter, but it can explode the tips off your injectors when you are running. To avoid these headaches, I would only buy fuel at a reputable dealer that has a high volume of sales. After you fill your tanks, allow no one but yourself to tighten up the fuel cap to assure proper sealing. Every two weeks, I would dip my tanks with a water paste indicator to ascertain if water is present. Any amount of water should be remedied immediately by the use of diesel fuel dryer. If it is really bad, have your fuel pumped out and centrifuged or hauled away. Try to ascertain what is the culprit and correct immediately.

Finally with respect to fuel, let's talk about cetane ratings. Similar to an octane reading, most people think that by boosting it they will always experience an increase in power. If this was so, then the Law of Diminishing Returns can be thrown out the window. Check your manual for proper cetane ratings and match this to your fuel being bought. If it is equal to or greater than your engine needs, then your engine should operate like a dream if all mechanical systems are working. Don't let that knocking sound when you first start up prompt you to go out and dump your money on a cetane booster. Now, let's talk about what you can do for your fuel system in an emergency. Whoever sells you your boat, let the diesel mechanic give a step-by-step lesson on how to change filters and what valves to close in the process. Don't expect him to teach you in 15 minutes how to change an injector, time it, set a rack, and coordinate the governor. But I would like to know how to "bleed" the fuel system of air. It is a simple procedure and is necessary if for some reason you have a leak in the system and you wish to get re-started. Please, before you take delivery, have the mechanic show you how to do these two simple items.

Let's talk about the third item: lubricating oil. Your diesel produces a tremendous torque force (very low on rpm's as compared to a gas engine). This force puts extreme forces on pistons, rings, bearings, joists, etc. Therefore, it is absolutely imperative

that you use oil designed to meet these higher loads. Usually marine lube oils are single viscosity with a very good pour point and have a high detergent property. Do not use regular automotive lubes as they will wear down extremely fast and they are not made to withstand high pressures or forces. Use your manufacturer's manual as a guide or ask the marine mechanic what type of oil to buy. As with an internal combustion engine, oil changing and filters should be adhered to strictly. On top of this though, I would add one more job.

Since you have paid extra for your diesel and it is designed to last many hours with proper service, I would send samples of my drain oil to an analysis bureau. What they do is put your oil sample through many chemical and mechanical tests. From various tests they can tell if you have such things are abnormal acid content due to incomplete combustion, high alloy contents due to fatigue in your journals, or a wide range of possible problems. Your part is simple. Just follow the directions given to you from the company and place a sample of your drain oil in the bottle provided. Send it to them via mail and you will get back a printout showing the various tests and what they mean. Any problems will be shown. Some companies will even keep a record of your analysis and give you a historical projection comparing one sample to the other. Thus, you can readily see what problems are developing. The small amount it costs to have your oil analyzed, can pay you huge dividends in operating costs and by making small adjustments before they become big problems. The best place to find out what lab specializes in oil analysis for your engine, is to call the manufacturer's dealer direct in your area. They will be more than happy to give you the name of a reputable lab.

Finally, let's talk about starting that engine in the cold month of April when you want to chase mackerel and in those chilly November days to get your shot at those blues. Usually your summer running out to the Canyons will be a lot easier on you to get the engine to turn over. Your three options are as follows: preheat air; ether; preheat lube oil.

To preheat air, some engines have glow plugs in them. If you don't have them in your engine, you can keep the engine space warm with a small electric heater or blow hot air right into the air intake. My preference would be to put an electric air heater in the engine space so that I can get the temperature between 45 and 50 degrees.

Ether is the easiest way out. In the Navy, our engines had openings where we used to place a small capsule of ether in them, close the port and the ether would enter the air intake automatically. The only drawback is that ether does place extreme strain on the engine since it does start quickly without lube oil insulating. Still, in a pinch, it can't be beat. Just two words of caution. Put all cigarettes, cigars, and pipes (included are those "funny" cigarettes) before you start spraying this stuff. Also, once the engine starts running, stop spraying the ether into the engine. This is a sure fire way to really do some damage.

Lastly, you can get a heated lube oil stick and place it in your engine. It warms the lube oil so that when you go to start your engine, the oil is less viscous and warms the engine as it passes through it.

The best method to overcome hard starting is to make sure that your fuel is water free. Next, I would put an electric heater on a thermostat that would keep the compartment at 45 to 50 degrees. Last, I would have an oil heated dip stick to keep the oil thin (pertains only if you are using a straight weight oil such as 50W). If your engine is in good mechanical condition, starting should be relatively easy.

So if you are considering buying your new rig to do some serious offshore fishing, I would certainly consider a diesel if it meets what you plan to spend. If you plan to keep your boat for an extended number of years, then diesel is your only sure investment. Also, if properly maintained, the resale or trade-in value of your boat will be higher.

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CG 7803	6'9"	—	1	30	—	—
CG 7804	6'9"	—	1	50	—	—
CG 7805	6'9"	—	1	80	—	—
CG 7806	6'9"	—	1	130	—	—
Boat Rods						
CG 7502	7'0"	M	1	12-20	1-2½	16.1
CG 7503	7'6"	M	1	12-20	1-2½	17.3
CG 7504	6'6"	XH	1	30-50	1¼-4	16.6
CG 7505	6'6"	MH	1	15-25	1-3	15.2
CG 7506	7'0"	MH	1	15-25	1-3	16.1
CG 7508	7'0"	H	1	20-35	1-3½	16.5
CG 7510	7'0"	XH	1	30-50	1¼-4	17.2

M—Medium; MH—Medium Heavy; XH—Extra Heavy.

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COLD WEATHER COD

by Wolfgang Sprie

Metropolitan area anglers brave January's often frigid temperatures to take on the "winter king."

During the cold month of January, few saltwater anglers take advantage of the excellent fishing opportunities which exist. This cold weather period is prime time for codfishing on party boats. In fact, provided that it is not so cold that harbors freeze and prevent the boats from leaving the dock, good codfishing is virtually a sure thing. This type of fishing is challenging and very strenuous, but usually very productive.

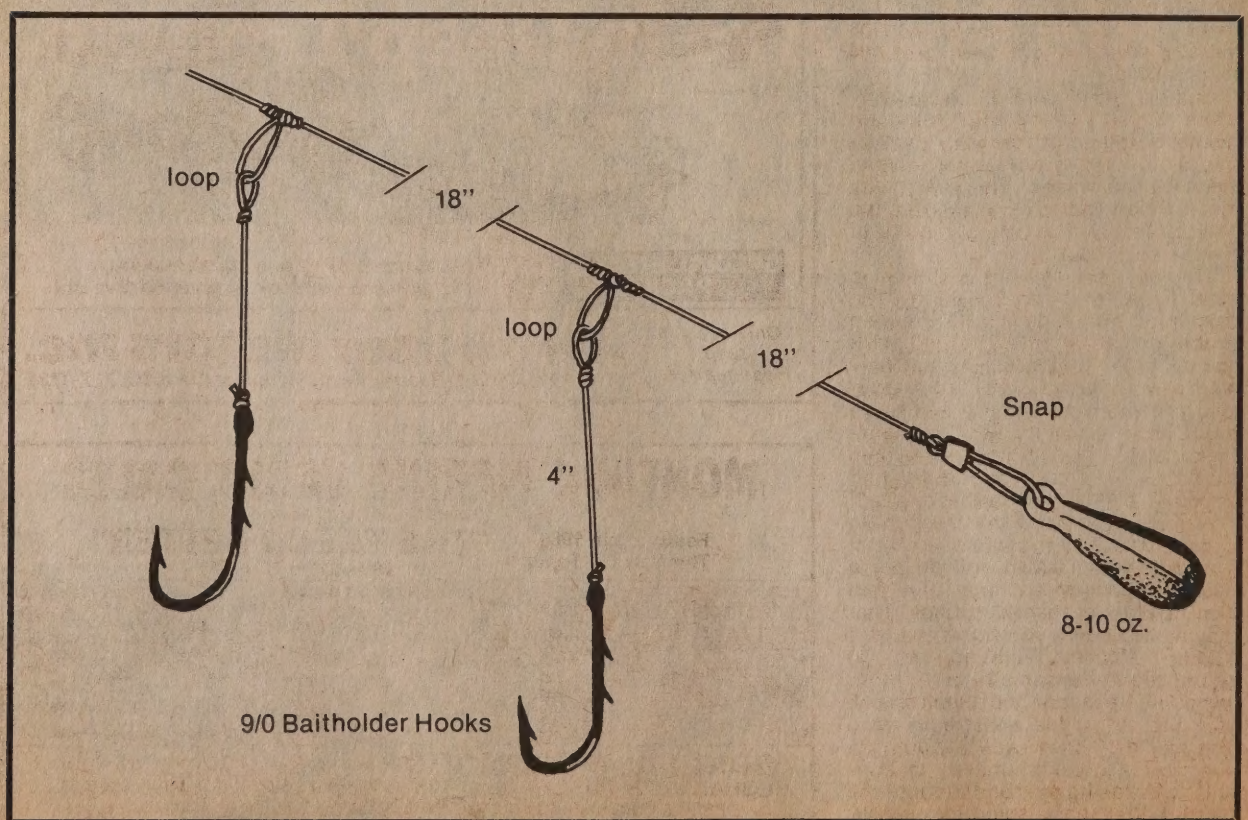
One of the most important considerations before deciding to go fishing is the weather. Chances are that the weather will never be perfect in January, but that doesn't mean that you have to go in adverse conditions. It is a good idea to listen to a marine weather forecast before making any plans. If you go to the boat the day before you plan on fishing, ask some fishermen what the conditions were like out there. Reservations are not necessry for most boats, so it makes sense to postpone your plans until the following weekend if the weather does not cooperate.

Even if weather is pretty good, you have to be prepared. Not being prepared for cold weather can ruin even a successful fishing trip. On the way out, you can enjoy the warmth of the boat's cabin. But when you start fishing, you have to brave the cold. On a typical day, several layers of clothing are needed if you want to stay warm, especially in the morning. Most boats nowadays have heated railings. The only thing is that the railing actually gets so hot that your hands might get burned if you touch it without wearing a pair of gloves. Once you overcome the problem of keeping warm, the rest is easy.

You should get to the boat early. Tie your rod to the railing to reserve the spot that you want to fish from. I usually fish on either side of the boat, towards the middle. Being on the side often helps block some of the wind. It is a bad idea to fish from the bow because the line will have a tendency to go under the boat. If the line rubs against the bottom of the boat, it will get damaged, and a big fish could easily break it.

The tackle I prefer to use is a 4/0 Penn Senator reel with a medium heavy or heavy action rod. Any setup with similar weight and line capacity will do. The main thing to avoid is using a rod that is too light because relatively heavy weights are needed to reach bottom. As far as line goes, 40 pound test is the best choice. Any lighter and the line might break under the strain of a big fish. On the other hand, if heavier line is used, the reel will probably not have the necessary line capacity to guarantee being able to reach bottom. If you don't have the proper tackle, you can rent an outfit on many boats.

The rig used for this type of fishing is a simple one. Ready made bottom rigs can be purchased at most tackle shops. But since the rig is so simple,



This is the basic codfish rig used by most party boaters who fish the deep water wrecks.

many experienced fishermen prefer to make their own. The amount of weight that should be used with the rig depends on how fast the drift is. Of course, when fishing a wreck, the boat anchors, but the line will always move away from the boat depending on the current. Therefore, you need about 8 to 10 ounces of weight to keep the rig on bottom. The weight should be attached by a big snap so that it can easily be changed if the conditions require it.

The main leader should be about four feet of 60 pound test mono. You may even consider using heavier line because it is this section which is most likely to get frayed. The two hooks of the rig are kept about 3 to 4 inches away from the main leader and 9/0 baitholder hooks are preferred. The two small barbs on the shank of the hook help prevent the bait from coming off easily. Many fishermen like to use hooks with a gold finish, and most store-bought rigs come with them. I use them as well, but I don't think that the fish can actually be influenced by them because of the water depth and how little light there is down there.

I usually make several rigs before I start fishing and then store them separately in small plastic bags to prevent tangling. Then, when I need a new one, all I have to do is attach a weight. Having spare rigs helps because you frequently lose them by snagging the wreck. Also, you may have to cut a hook off occasionally to get rid of a dogfish. It is much faster to just replace the whole rig than it is to attach a new hook. Having the rigs already prepared will save precious fishing time.

Bait is used almost exclusively when winter cod fishing. Although diamond jigging can be very productive at other times, it does not seem to work well in winter. The soft meaty piece of clam that is removed from the shell is deadly. Put only one piece of bait on each hook.

The method of fishing is similar to other types of bottom fishing. The most important thing is to keep the rig on bottom at all times. Although it sounds easy, it is probably the only way to avoid catching fish. It is a good idea to raise the rod tip a foot or so every once in awhile as if you were fishing for fluke. Strikes are seldom subtle. Usually, cod just grab the bait and only a little hook set is needed. You may even be lucky enough to discover that two cod will often hit at the same time. When you do get a double, chances are that the fish won't be bigger than 10 pounds. That may actually be a blessing because I couldn't imagine fighting two 30 pound cod at the same time. Another thing to note is that you should check your bait if you feel some light taps. The bait may have been vultured by one of the wreck's smaller inhabitants. Just taking a second to check the bait is better than fishing for an hour without having a chance of catching a fish.

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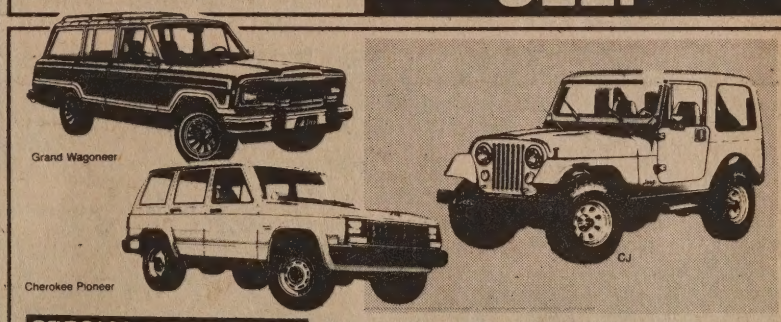

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WHAT'S NEW IN FISHING BOATS FOR 1985

by John Raguso

An array of new hull designs and cockpit configurations await the boating angler in 1985

The year 1985 promises to be a banner year for exciting new and functional fishing hull designs in the 20 to 28 foot range. Precipating this accelerated evolution are the increasing number of cash and factory-sponsored fishing tournaments that finally open the door of fame and fortune to many of these "small boat" anglers. These events allow the average fisherman an attractive opportunity to match his talents against both the elite 40 foot sportfishermen and boats of similar size on equal footing, while putting their craft through the acid test of intense competition in a challenging and sometimes brutal environment. As these boats are pushed past their design limits under fire, they frequently reveal deficiencies that require their owners to implement modifications and improvements to the original factory layouts to meet a specific need.

The feedback generated in this real life proving ground by the ultimate consumers invariably gets channeled back to the factory boys as to what designs work and what doesn't. This is especially true at the major big money "rodeo' tournaments where many factory reps and management types keep high profiles, talking it up with their participating customers, and hoping they cruise into the winner's circle at these prestigious, multi-media events.

The big names in the industry have fulfilled their leadership roles by forging ahead with aggressive new hull and layout concepts that will help to ensure their future success and relative market share. Predictably, companies like Grady White, Mako, Boston Whaler, and Aquasport have broken new ground and continue to impress the boating world with state-of-the-art designs that satisfy real customer needs and seem to put the fish at an unfair disadvantage. We'll cover outboard, bracket mount and in-

Mako 284 center console cabin model shown with twin mounted 235 Evinrudes.

board/outboard fishing craft from these industry leaders as well as a few not-so-familiar names attempting to carve their own niche in the marketplace.

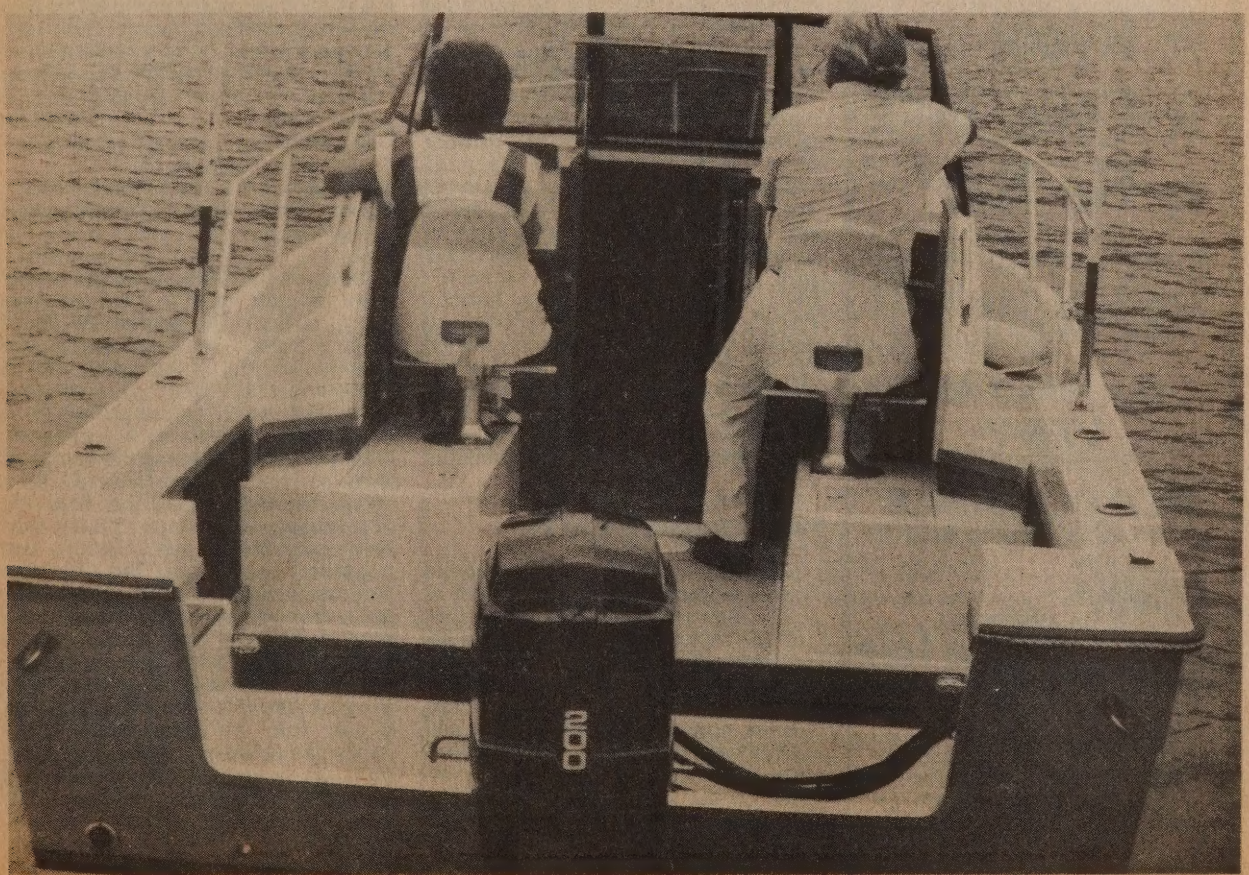
Aquasport: This company which pioneered the development of the first production center consoles almost 25 years ago, is establishing bold industry standards once again. For 1985, Aquasport presents what they call "The Big Catch." Simply put, it's a total equipment package that comes as standard issue on each boat that practically ends the extra cost option and lets you head for the fishing grounds as soon as your boat hits the water. This package includes full instrumentation, controls, rod holders, circulating bait wells, insulated fish boxes, hydraulic steering, welded stainless rails, automatic bilge pump, saltwater washdown and more. All this name brand quality gear is installed at the factory by skilled craftsmen, and combined with a new graphics look, the complete line of boats from 17 to 29 feet offers a bargain for every angler. Although no new hulls have been introduced for the '85 model year, two old favorites have been discontinued. Gone is the 22' 2" modified Vee center console and also the 22' 2" deep Vee family fisherman.
DEALERS:
Marineland, Bronx, NY
Marineland, Long Beach, LI
Marineland, Mattituck, LI

Sea Craft: Not much is new for this company for 1985: it seems they are staying with the old favorites. Although their 20 foot center console has been upgraded from 19' 8" to 20' 4", their line of 23' Craft (center console and cuddy) remains unchanged. All boats have the patented Sea Craft VDH hull, which is actually an almagam of conventional and reversed strakes which give it one of the smoothest rides of any boat in rough water. However, there are rumors that this Tampa Bay, Florida-based company is working feverishly on a wide beam 27-footer to introduce later this year. Stay tuned.
DEALERS:
K & K Outboard, Island Park, LI
Goldsmith's Boat Shop, Southold, LI

Chris Craft: As one of America's oldest and more established big boat builders, Chris Craft seems to be making an earnest attempt to crack the small fishing boat market. For '85, they've added an I/O walk-thru model to their line of 21 foot Scorpion hulls, thereby having a center console, walkaround, walk-thru and full cuddy layout in both outboard and inboard/outboard configurations. They've also introduced a new 25' walkaround Scorpion that features a galley, stainless bowrail and pulpit as standard equipment, as well as a 300 qt. fishbox, 2 bait boxes and 2 bait wells. This will appear with I/O power, plus a soon-to-be-produced Gil bracket version.
DEALERS:
Seaford Marine, Seaford, LI

Grady White: The originators of the walkaround cuddy continue to set industry trends by introducing two new layouts fo the 1985 model year. The offshore Pro 24 is a "day fishing" version of their proven 24' Jim Wynne-designed variable vee hull. This walkaround is offered in outboard, sea drive and I/O, and it's just the ticket for those anglers who use their cabins mainly as a storage area for rods and other gear. Standard features include 325 qts. of insuiated and overboard-draining fishboxes, self-bailing deck, 8.5 gal. freshwater system with faucet, 2 raw water recirculating wells, saltwater washdown, single cabin bunk, numerous tackle compartments and drawers, and cabin storage for 8 big game rods and reels. For all of you who figured that the center console couldn't be improved upon, guess again! Eddie Smith and company have unveiled what could be the "design of the future" for 1985. Their new 249 Fisherman is probably one of the most thought-out pure fishing machines ever produced. It is once again based on the famous 24' Jim Wynne vee hull, and includes such standard features as a 150 gal. fuel capacity, saltwater

(Continued on next page.)



Chaparral 224 sports a modified walkaround layout and single V-6 Mercury outboard.

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washdown, twin recirculating live wells and hydraulic steering, all in a 100 percent hand-laid hull and deck. The raised bow storage area rivals a Space Shuttle for sophistication, and is packed with a lockable rod cabinet for 8 big game fishing rods, a head compartment, a sink and faucet with an 8.5 gal. freshwater system, a 215 qt. insulated fishbox, lockable storage for lifejackets and gear, plus an anchor locker. This boat comes in outboard only and recommended power is a pair of 115s. Both the 17' and 24 dual console Tournament models have been discontinued for this year.

DEALERS:
Suffolk Marine Center, Babylon, LI
Port of Egypt Marine, Southold, LI
Eddie's Marine, Far Rockaway, NY
Shelter Cove Marine, Bronx, NY
Hobbyland Marine, Hampton Bays, LI
Sport Boats, Inc., Huntington, LI

Oceanic: This relative newcomer to the small fishing boat scene has entered the market with two basic hull designs. Their 21' center console deep vee has the standard array of forward fish boxes and storage in the bow casting platform, and two raised fishboxes in the stern. It comes in both outboard and I/O power, and features side rod racks, stainless steering wheel, separate fuel cell compartment and self-bailing deck as standard equipment. The other hull, a 25' 9" deep vee design, comes in three different versions. The first is a center console cabin that can be equipped with either outboard, Gil Bracket or I/O. The second is a full cuddy layout that comes with the same power options. The third is a heavy duty "Bluewater Fisherman" that features extra glasswork at the transom and other stress areas, increased fuel capacity (140 gal. standard + 30 gal. optional) and is powered by a single inboard. It can come in either the center console cuddy or full cuddy design and have all 8' beams. If these craft bear a striking resemblance to another famous Florida boat's lines, that's because various members of this family-owned company have worked in Aquasport's Hialeah boat building facility over the last 19 years. These boats might be a good alternative for those who want an honest ocean hull at an affordable price.

DEALERS:
Burnett Boat-Le, Bay Shore, LI

Pro-Line: The only new hull added to this manufacturer's line for 1985 is a 21' deep vee full-cuddy cabin that complements their already established center console, dual console and walkaround designs in this size. The big news from this Crystal River, Florida company is that they've just introduced what they call a "Plus'2 Drive." This is simply the Pro-Line version of the Gil bracket and Dusky Drive that enables boaters to use a large V-6 outboard motor with the safety and confidence of a full-height transom. The Plus-2 Drive takes the outboard two feet beyond the transom, giving that much more interior cockpit space for fishing room and storage. This unit is available on all Pro-Line models from 20-23'.

DEALERS:
Patchogue Marine, Patchogue, LI
The Mooring, Oceanside, LI
B & T Boats, Montauk, LI

Mako: Although there were whispers of a new mako at last year's New York Boat Show, there was sketchy information available. Well, for 1985 this Miami, Florida-based boat builder has put the rumors to rest by introducing a 10' beam deep vee model that must be considered as one of their most aggressive designs to date. This 28 footer comes in both a center console cuddy and dual console cuddy layout, and tops the scales at 6000 lbs. without power. The center console comes in either outboard or sea drive configurations and the dual console can be powered by either gas or diesel inboards, outboards, or sea drives. The outboard and sea drive versions comes with standard 300 gal. fuel capacity and the inboards with 200 gal. fuel capacity. The huge consoles provide plenty of storage space below, and the cabin has provisions for two sleeping berths and a lockage area for rods and gear. Initial sea trials and dealer feedback have indicated only one word to describe this monster: *Awesome!* Speeds with twin 235 hp outboards are said to exceed 50 mph! Obviously, the demand for these state-of-the-art fishing machines will keep them in short supply, but you should begin to see them by next summer, especially roaming the offshore canyon areas in search of Big Game.

DEALERS:
Al Grover's, Freeport, LI
White Water Marine, Sayville, LI
South Shore Boats, Westhampton Beach, LI

Chaparral: This Georgia boat manufacturer has added another model to their "Fisherman" series of hulls. Although it's listed as the 224 (gunnel length), it actually has a centerline length of 21'. She sports a deep vee forward, tapering down to 16 degrees of deadrise at the transom. It's a beefy boat, tipping the scales at 2900 lbs., and comes standard with a one-piece welded stainless bow rail, bow pulpit, Porta-Potti, 3 insulated fish boxes, 95. gal. fuel capacity, and a whole bunch more. The layout is listed as a walkaround cuddy, but it's really a modified walkaround with a shallow channel built into the foredeck for access to the bow. For someone who's looking for a cabin boat in the 21' class with a decent amount of range, this affordable mini-sportfisherman could be for you. Power options are outboard only, with I/O and sea drive to be available in the near future.

DEALERS:
Mister Marine, Freeport, LI
Sport Boats, Inc., Huntington, LI

Dave Bofill Marine, Southampton, LI

Sea Ox: This commercial boat builder has introduced a number of popular recreational models in recent years. New for '85 are a 20' walk-thru model and a 26' walkaround cuddy that boasts a 10' beam. The big Ox is called the "Blue Runner" and has a 400 qt. insulated fishbox, 3 berths and a flattened keel that increases lift for quick takeoffs. Power can be either outboard, sea drive or inboard/outboard.
DEALERS:
Aero Marine, Island Park, LI
Stein's Marine, Sayville, LI

Tiara: For 1985, Leon Slikkers and company have added a 20' center console to their line of fishing craft. This model joins its bigger 22' and 25' brothers, and has the famous Tiara "paraplane" hull design with 16 degrees of deadrise at the transom. Standard issue is an 86 gal. fuel tank, flush bait well in the stern, an 8 foot beam, and it comes in outboard power only. As always, the glasswork and finishing detail on this platform are up to the usual high Slikkers standards.
DEALERS:
Ventura Yacht Sales, Pt. Washington

Robalo: This Sanford, Florida manufacturer's model line remains relatively unchanged for the '85 model year, except that the 1820 center console has been discontinued. Robalo cabin boats are available in 21 and 26 foot versions and the center consoles in 18' (model 1800), 20, 21, 23 and 25.5 foot lengths.
DEALERS:
Amity Harbor Marine, Amityville, LI

Boston Whaler: As one of the leaders in building safe, efficient offshore fishing machines, this company introduces two new models for 1985. Added to the Whaler lineup of cabin craft is a new walk-thru layout for the 22 and 25 foot Revenge. This design is unique in that these boats do not sacrifice the cabin to achieve this walk-thru capability. A ladder is used to climb up to the front windshield which flips open to allow access to a recessed walkway that runs down the centerline of the foredeck. A raised stainless rail keeps the passengers from harm's way on any forays to the bow area. The 22 foot Revenge comes with a 73 gal. fuel tank, while the 25 foot Revenge has a 140 gal. capacity. The 10-year transferable hull warranty provides a level of value and confidence to Whaler owners, and all boats exceed Coast Guard flotation standards with their foam sandwich construction.
DEALERS:
Outboard Barn, Babylon, LI
Northport Marine, Northport, LI
Fred Chall Marine, Freeport, LI
Ulrich Marine, Southold, LI
Raynor & Mitchell, Westhampton Beach, LI
Westin's Boat Sales, Sayville, LI

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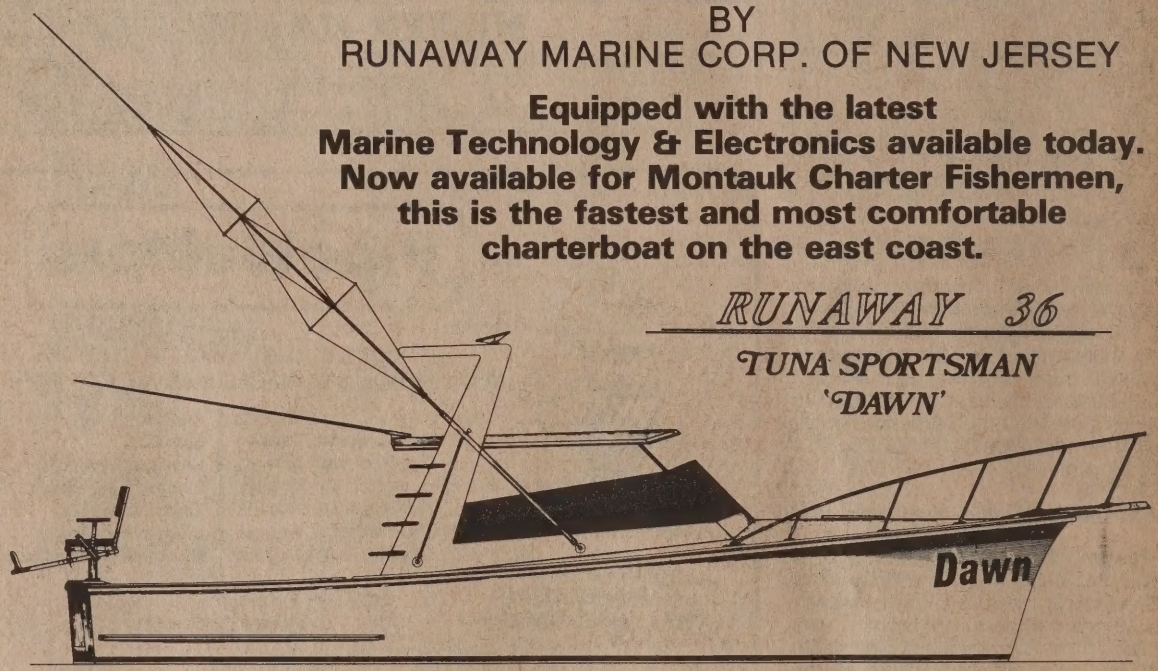

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BASSIN' BY CANOE

by Carl Buxbaum

Lots of energy's gone into developing the perfect fishing machine. A whole industry is devoted to producing high powered, super-rigged, very expensive "bass boats." These trailer borne behemoths, though, have megatons of overkill for Long Island's relatively small ponds, lakes and streams. Most local bass anglers have opted for the more sensible johnboat, with an electric trolling motor. But some have chosen another alternative: a canoe and paddles. Maybe the Indians had a better idea.

"I Love My Canoe." That would be a great bumper sticker, and I'd get one, if I could. No, I'm not crazy. It's just that of all the fishing equipment collected over the years, my canoe has delivered the greatest pleasure with the least trouble. It never broke down. It doesn't need oil. Only when it gets real smelly and crusty do I hose it down. Since I got a new truck a couple of years ago, I came to appreciate the simplicity of no moving parts, more than ever. Remember how Mary had all that trouble, when her little lamb turned out to be a ram? Well, I had the opposite experience. Who wants a truck that's lamb gentle? Its favorite activity is resting while a mechanic pats its belly. Even then, it doesn't purr. My unassuming little canoe, on the other hand, is hairy chested, tough as nails, and loves to be kicked, dropped, and bounced off rocks.

Simplicity, reliability, and toughness, you're thinking, aren't everything. Canoes have a bad reputation and much of it is deserved. Nearly everybody remembers the first time they delicately put a foot into a squiggling, rocking canoe. The temptation to get it over with by jumping in the water, rather than wait to fall, seemed overwhelming. If a dry boarding was somehow accomplished, the darn thing never quite seemed to go where you wanted. It changed direction with each stroke of the paddle. If a breeze caught the bow, the course was set by nature. Canoes are vengeful, too. So, if it was defeated at every effort to dump and exhaust its passengers, it could always resort to the ultimate trick—the big split. Lulled into a false sense of mastery by having made it back to the dock or bank, the captain prepares to disembark. The canoe waits patiently. As soon as one foot's ashore, the craft strikes like a viper: skittering off for deep water, with the other foot still aboard. Experience and appropriate selection of a canoe can eliminate the worst of these problems. But I'd never argue a case for the seaworthiness of canoes.

No other boat handles better on land. That's what I'd say, instead. At best, a canoe gets by on water, but it's simple and great on land. The purpose of a boat, though, is to move on water. So, why talk about its behavior on land? Because the best water craft is no good if you can't get it to the water you want to fish. Nor is it much good if you cut back your fishing days because you can't take

(Continued on next page.)

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the time and trouble to get it afloat.

Canoes are generally narrow and lighter than other boats. My inexpensive, fiberglass 14 footer is only about 35 pounds. I don't need a trailer, or a partner to get it on top of a vehicle. That makes me independent. I can fish when I feel like it, no long range planning needed. The result is that I fish more often and, when I want, I can go out alone. The craft can even be launched where there aren't any special boat access sites. Just grab the center carry yoke (no need for fancy overhead portage tricks on a light one), get the inner side of a gunnel up on my right shoulder, use my left hand to keep the bow from swinging, and tote it down narrow wooded paths for as many yards as it takes to reach the bank. It can be quietly slipped into the water, with no fuss.

Quietness gives the canoe some fishing advantage. The narrow beam and shallow draught allow you to glide into those glassy, weed infested, fishy pockets without spooking any resident creatures. Just get on course for the target zone, lay the paddle aside early, and coast. There's hardly a wake, and only a couple of gentle ripples will slip off the bow. I've often been able to move through the narrow channels in lily pad beds to get at those big bass hanging in the thickest cover, without disturbing the peace. Working right into overhanging shoreline brush, I've been able to present a lure parallel to shore with a low trajectory sidearm cast. Trying that from further out, most of us hook more trees than fish.

Okay, maybe you're convinced that the canoe has some advantages, but you still don't feel like rolling over every time you set the hook on a lunker largemouth sucking in a plastic worm. This is the easiest of the on-water handling problems to solve. Get a canoe designed for fishing instead of speed or white water maneuverability.

A fishing canoe has good "static" stability. That means it doesn't rock much, so long as it's not under way and the water's calm. The beam is wide relative to length, and the bottom is flat rather than round. A hull with 2 or three keels molded, or otherwise shaped, into the bottom is even more stable.

Basically, this is the design of my canoe. At 6' 2" and 180 pounds, I'm no ballerina. Nonetheless, I've never flipped the boat and can even stand up to stretch every so often. It seems to me that this is an excellent design for the beginner. It's really a fishing platform, though, and has some real deficits in choppy water. When under way, it's sort of slow and sometimes acts like a horse heading back to the stable. It's just not all that maneuverable and can be plain bullheaded about going with the wind. For someone with canoeing experience or a tolerance for tipsy entry and exit, a round bottomed hull is a better choice.

Round bottoms have greater "dynamic" stability. The hull can absorb a wind chop on the water without pitching and rolling. Once the angler's seated, it bounces less than flat-bottomed hulls. Under way, it cuts through water cleanly, smoothly, and more rapidly. There's no crashing thump, with spray coming over the bow, when crossing the wake of another small boat or cutting through wind generated swells. Although a V-shaped hull is even faster and will cut through a chop better; I wouldn't want to lean over the side of one to lip a bass. It's just a bit too easy to send precious possessions to the bottom, even if you can save yourself. Most all-purpose touring canoes have moderately rounded hulls and should serve the angler well—so long as he doesn't insist on casting while standing. Many can manage this. But it takes experience, which includes a few dunkings.

If you're beginning to think of buying a canoe, also remember that length is an important factor in stability as well as storage space, leg room, and payload. The longer the canoe, the better in all areas of on water performance. But some of the marvelous land-handling advantage is lost. My flat-bottomed 14 footer can't be beat on land or calm water. But it's a total flop on windy days in choppy water. Then, I wish it were longer and round bottomed, with someone else to get it afloat.

To cut down on being steered by the wind, avoid canoes with those picturesque high bow and stern peaks. They may prevent a few drops of water from splashing over the bow, but they're like sails catching the slightest breeze. You'll work up a sweat trying to paddle anywhere but downwind. In the end, a low profile hull is probably best for coping with both wind and that fish determined to run a circle around the boat.

Canoe design has grown sophisticated, and there are many other handling characteristics to be considered. But, in general, anglers needn't worry about these. Just stay away from crafts designed for racing or white water maneuverability.

Beyond these recommendations, choice of canoe is up to the individual fisherman, his special needs, and his wallet. Canoes are made of fiberglass, wood and canvas, aluminum, or many kinds of new space age materials—including super light and tough Kevlar. They range in price from about $200 to $2,000. Traditional wood and canvas versions are fine pieces of craftsmanship, but require periodic maintenance, are heavy and expensive. Aluminum ones are lighter, tougher, and more modestly priced. They're favored by many fishermen. But as tough as they are, they get dented. A dent in the wrong place can impair handling and stability. These crafts are also usually heavier than the fiberglass or space age material versions. Many of the latter two types are less expensive than aluminum and more rugged. Even when these materials get punctured or cracked, under extraordinary stress, they can be patched and repaired at home. There should be no noticeable change in performance.

The annual buying guide issue of **Canoe** magazine is very helpful in making a selection. It's also a dream book; filled with marvelous crafts that I can't afford. But a careful review of its pages and a few visits to local canoe dealers and rental places will help the angler make a reasonable compromise.

My dream canoe is the Mad River Camp Cruiser, a state-of-the-art product in both construction and design. It's 18½ feet long but weighs in at a mere 23 pounds. I'll never own one because it sells for about $2,000. Even if I could afford it, at that price, I'd feel compelled to take care of it. Who needs another piece of equipment requiring care? Right now I'm shopping for a long, round bottomed, inexpensive canoe that will probably weigh about 80 pounds. I'll use it whenever I'm going out with a buddy. But I'll hold on to my old one for those solo trips.

So, try getting both feet into a canoe at the same time, and broaden your fishing horizons. Look for the longest and lightest one you can afford and conveniently carry on your own.

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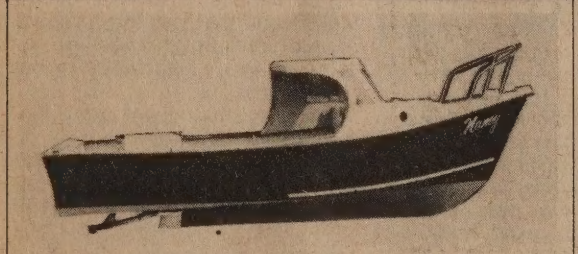

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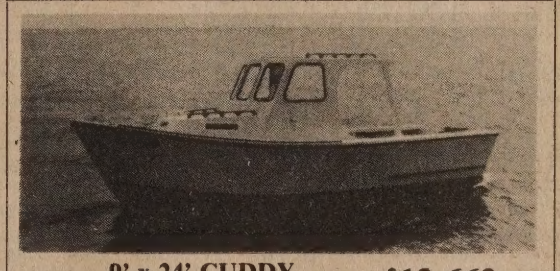

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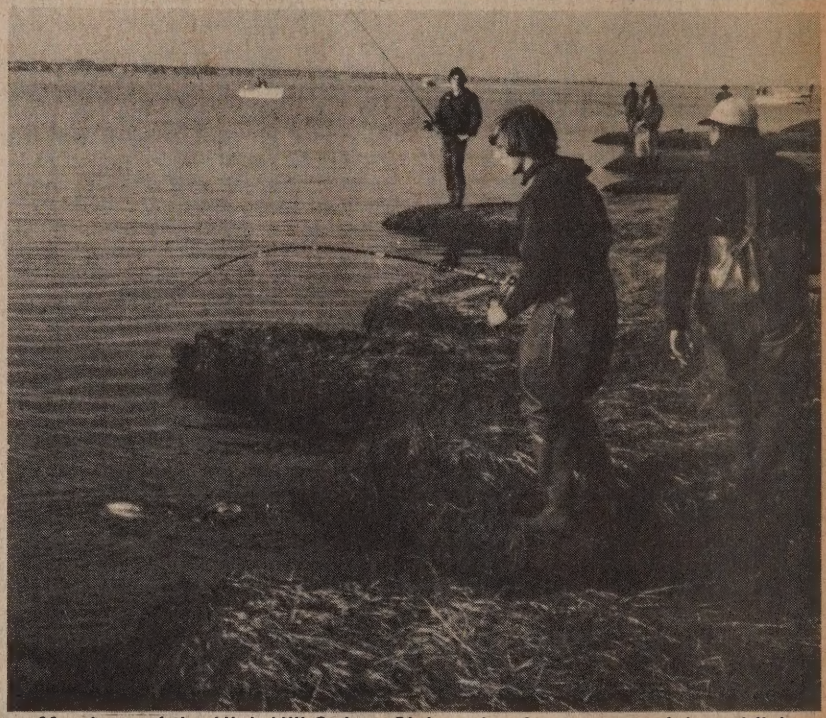
THE ADVANTAGES OF A SURF CLUB

by Tom FitzSimmons

Although the initial reason for joining a surf club varies from individual to individual, ranging from the challenge of the competition to the desire for camaraderie, the main reason will, in most cases, turn out to be the advantages that a club can offer the individual, as well as being the reason many fishermen stay with a club for many years.

One of the important advantages a club can offer is the knowledge that can be gained from fellow members. This is not only an advantage for a novice to the sport, but also to those who have been involved with surf fishing for a few years. This can be accomplished in several ways. Many clubs hold what are known as "How To Do It" sessions during the monthly meetings. This is a time when members volunteer to conduct instructive discussions about some aspect of surf fishing. This can range from plug selection, different types of bait fishing, when and where to fish for certain species, rod making, plug making, etc. There is always something new or innovative to learn from these "how to do it" talks, even if you have been fishing the surf for a number of years. Twists to what always seemed to be the right way to fish a plug, or bait fishing may come to light during one of these seasons and when applied can sometimes aid in putting more fish on the beach. During these instructive lectures questions from the floor are always encouraged. Members can ask questions at this time, clarifying a particular point, or interject an additional item that may have been omitted, or even add other ideas or tricks they may have developed or picked up from others over the years.

At some meetings, clubs will also open the floor up to general questions from members who may bring up topics concerning some aspect of surf fishing. This may include specific techniques relating to plug casting, bait fishing, plug selections and when or where to use what lure; what general areas produce at what times and under what conditions, wind, tides, etc., and access to certain locations that may provide fish. General questions such as these and others that are brought up at meetings can provide you with new information that will help develop your skills and give you a basis for possible new approaches to surf fishing or new methods that will improve your fish catching abilities. As a member you will also be able to share your knowledge and experience as a fisherman, thereby aiding others with the input you can give to these discussions at meetings.



Members of the High Hill Striper Club gather for a successful weakfish contest. Photo William A. Muller.

Another advantage is the competition within the club between the members. Although some members may take this competition more seriously than others, the spirit of competition offers members a means by which to demonstrate their particular fishing ability. For those who do take a more serious view of the competition, it presents a goal that often drives them to fish harder and with this type of attitude, they develop into more efficient surf fishermen.

The competition is rewarded at the end of each season when dinner dances are held and members are awarded individual club awards for their achievements. Categories often include largest of species, most club points, most released fish, and others. However, whether you are a die-hard surf rat or casual weekend fisherman, the competition provides a certain amount of drive that not only aids you as an individual but the club on a whole when all the members become enthused and involved. This competition strengthens the club and, although at times it may create a small amount of friction between some members, it can act to unify the club toward its main purpose, surf fishing, when all the members become involved and concentrate on the oriignal purpose of the club—that of fishing.

This competitive effort also overlaps into a feeling of pride in one's club when, and if, your club enters the New York Surf Fishing Contest. This competition pits club against club with awards to the winning club at the end of the season as well as selected individual awards. This can help promote club spirit and provide a strong feeling of self-satisfaction for the individual in competition with fellow surf fishermen from other clubs.

Many surf clubs take an active interest in conservation, through committees within the club that keep

members aware of current information and upcoming legislation that affects a specific species or the sport in general. These committees provide monthly reports at the meetings which help keep all the members up-to-date with items that affect each of us with an interest in fishing. There are also outside organizations such as SOS, the New York Sport Fishing Federation, which clubs join and send representatives to meetings. If you have an interest in conservation, this can afford you an excellent opportunity to get involved in an organized, meaningful way to aid in preserving our resources and to protect and promote the sport of surf fishing. As a member of a club, you can take part in these club committees or act as a representative of one of the other outside organizations.

On the social side, all clubs usually have informal gatherings before and after the meetings where members get together. This again provides you, as a member, with the opportunity to further develop friendships, find a fishing partner with similar interests or to just simply talk with others who have similar interests. Some clubs also hold dinners and dances during the year where wives or girl friends have an opportunity to meet all the characters she's been hearing about all year long, not to mention the opportunity to dance with her favorite fisherman. Picnics and snapper derbies are also held each year where the families of the members get together for the day for a relaxing cookout and maybe even a challenging game of softball. The snapper derbies afford the younger children a good opportunity to demonstrate their fishing skills and try to win a trophy for their efforts and determination.

Some clubs also arrange for boat fishing trips for disabled veterans, orphans, etc., which give the members the chance to help others share and enjoy the sport and possibly help a newcomer develop a lasting interest in fishing.

There are obviously many advantages to joining a surf club, but one of the most important is the advantage to oneself that is derived from putting yourself out for the benefit of others. It is an unselfish advantage, almost always going unrewarded, often complained about in private when you feel you are doing all the work without the help of your fellow club members. Nevertheless, an unselfish advantage when you do the job you are elected to do for the good of the club. The idea of going all out for a club in which you have pride and want to see become a club that others look up to is much more worthwhile and meaningful than simply joining for what you can take from the club by way of information and knowledge. It is the contribution you make to the club as an individual, by your participation and positive efforts to support your club and to help it grow and stay strong, that will provide you with the best advantage of all in the long run.

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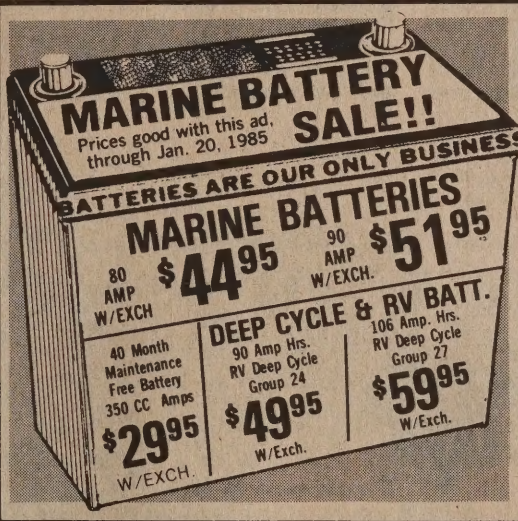
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RESOLUTIONS FOR THE SINKER BOUNCER

by Matt Ahern

Pity the poor sinker bouncer!

At this time of year there isn't one of us who doesn't feel lonely or crestfallen. At least this is the way I feel. The bays are ice-covered, or soon will be, the thought of party boat fishing is just that—a thought. There will be days when our weather will be severe enough to cause even Nanook of the North to think twice before leaving his igloo.

So what are we fishermen to do?

Here's one solution: Resolve that by this time next year, you, as one of those crestfallen fishermen, will have become more knowledgeable and more skilled in your chosen sport. Yes, I know the old saw that claims resolutions are made to be broken—and most of them are. But if you're the determined fisherman I'm sure you must be, you won't do that. I say this because I believe if you select just one of the following resolutions, you will be well on the road to better fishing. This is a promise I can keep without reservation. And when you do stroll that road to better fishing, don't forget to share your good fortune with fishing buddies. We as a group can never advance if we don't share our knowledge and expertise.

Resolve to think things out for yourself. Don't follow the "crowd." Experiment. That's the key word. Then go and experiment some more whenever the opportunity presents itself. Never stop. Just because you read somewhere that such and such a method works well for flounder, doesn't mean it is the only way to go about it. You may be sure that method you read about was discovered through someone's heart-breaking experiments. Those glad tidings didn't result from a blinding revelation, I assure you. You may be certain they came about only from days (maybe years) of frustration.

Take, for instance, one of my own experiments—the use of the regular shanked #6 Sproat hook for flounder. I have no desire to toot my own horn when I say the results were even more gratifying than I'd hoped for.

As did most flounder fishermen during my early days, I used no other hook than the ordinary 9/0 or 10/0 long shanked Chestertown—commonly known today as the flounder hook. But that was back "when." Since discovering the catchability of that #6 Sproat, I haven't used a Chestertown in—are you ready for this?—55 years! That #6 Sproat is the flounder hook supreme.

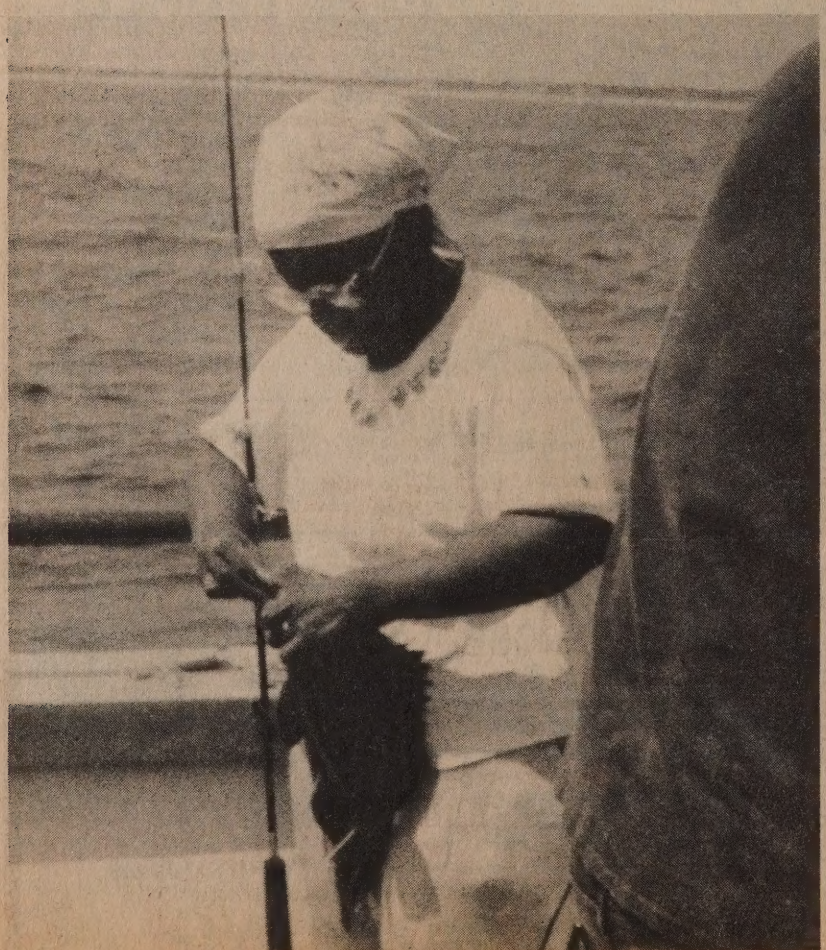
I would not be foolish enough to claim I was the first to use a #6 Sproat for flounder, but I do claim that through various flounder articles over the years in The Fisherman, I was the first to bring it to the attention of the sinker bouncing fraternity. (Share the wealth, I guess you'd call it.) So popular have these #6 Sproats become, many fishermen tell me their favorite tackle shop has sold out and they must now wait for new shipments.

So—resolve to use #6 Sproat hooks for flounder this spring. And don't wait until **your** tackle shop has sold out! Do it now! A word to the wise is sufficient.

Resolve to learn blackfish lore.

At the risk of boring long-time readers, I'm going to repeat something I've mentioned many times. As a youngster eager to catch all the fish in the sea, I unashamedly pestered the neighborhood's old-time fishermen with innumerable questions; of these questions, some were silly and foolish, I'm sure; but not once was I ridiculed for asking them, although I'll admit I was responsible for a few smiles, guffaws, and a belly-laugh or two.

It was at one of these gab fests that one of those grizzled old-timers said to me: "Sonny, if you want to succeed in the bottom fishing game, first learn



An open boat trip for sea bass should be included among this year's resolutions.

how to catch blackfish." It was the best fishing advice I have ever received...and I'm passing it on to you for what it's worth.

Most fishermen (including myself) have days when normally wiley blackfish become more cunning. It is on such days when only those who thoroughly understand this tricky cuss will fill the bucket. The scope of this article does not permit me to go into the details of blackfishing, but there are many excellent "how-to-catch-blackfish" articles published in The Fisherman each spring and fall. For those fellows who want to catch blackfish, I say read those articles when they appear—and remember that old-timer's advice. If you do this, you can't go wrong.

Resolve to try party boat fishing this year.

It's not because I gained much of my fishing experience aboard party boats that I offer you this gem—and gem, it is. As far as I'm concerned, five minutes of party boat fishing will teach more than if fishing scribes were to spend weeks on the subject. There is no substitute for "on the job training." Not only do fishermen receive much desired experience, but they catch fish! It is a rare day when party boat passengers are 'skunked.' I don't recall ever seeing that happen—and I've been a party boat patron close to 60 years! I know there will be days when catches are disappointing, but to make up for it, there are days when fishermen wonder what to do with all the fish they've caught. It all evens out.

And aboard those party boats you will meet some of the best fishermen around today. They are the contemporary of those who made today's party boat fishing what it is. They are just as kind, just as knowledgeable, and just as helpful as those whom I considered my friends during that "growing-up" period so long ago.

And should you find party boat fishing all you hoped for, resolve to make at least one wreck-fishing trip for sea bass and porgies this summer. Here you will find sport personified. Sea bass and porgies are on the comeback trail and for many fishermen there's nothing in the fish-world to compare with lifting a beautiful hump-backed sea bass over the rail. And those big sea porgies will have you arm-weary. I can guarantee that once initiated you'll go back for more.

Now—I've written about party boat fishing, but what about those bay fishermen in our midst? For these fellows I advise this: Resolve to troll for fluke this summer, instead of run-of-the-mill drifting—especially on those days when fluke seem finicky.

Off hand, I can't tell you how many fluke I've caught while trolling (I'm too lazy right now to check my record books), but the total is indeed high. I can also say this: it was a rare day when I failed to get some kind of action. Nor are fluke all you can expect to catch (besides sea robins, that is). You can also expect to catch bluefish (small—no monsters), weakfish (all sizes; from throwbacks to tiderunners), stripers 8 to 10 lbs.—if you're "lucky," even larger. (Last summer a buddy of mine nailed a 28 pounder while trolling fluke in Island Park. This nice fish was caught in five feet of water, which seems to be the ideal depth for fluke trolling.)

I believe the best days for fluke trolling are those which are windy—especially in August when the oxygen content of the bay's waters is low. It is then when you will find fluke, etc., in the shallows. A lively three-inch killy, or white Bill Upperman bucktail garnished with a three-inch strip of sea robin or squid will work wonders when trolled one foot off bottom. The reason fish seek shallow water during hot, dry August is because wind-driven whitecaps stir the surface and replenish sorely needed oxygen. Fluke and other fish know this first occurs in the shallows. (Fish aren't stupid, else they would have perished along with the dodo.) Take a tip from old Matt—keep fluke trolling in mind. It will pay off.

So—there you have it: six resolutions, any one of which when followed to the letter is guaranteed to make of you a better fisherman. And if you take all six to heart? Well...as an old-time, long-ago Italian fishing buddy of mine used to say on days when we knocked 'em dead—"Mama mia!"

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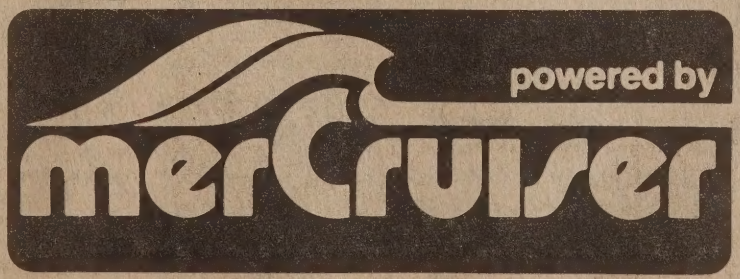

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HEADS AND TAILS

by Herb Buch

Weighted hooks dressed with hair or feathers are one of the oldest and most productive lures known. They take fish in fresh and salt water, and from beach or boat. Basically, the lure is composed of a head, usually made of lead, and a tail, which can be just about anything. Traditionally, the hair from the tail of a buck deer has been the most popular dressing, thus the generic name "bucktail." The lure resembles many natural baits in the water, and it will take just about any fish that swims if you use an appropriate size.

Recent developments in plastics have opened a new world to the users of this old favorite. Among the more established of the innovations has been the use of a jelly worm on a bare leadhead, or sandwiched between the hair skirt of a standard lure. Another development is the fish-shaped plastic which waggles its tail as you reel it in. Some of these soft forms are scented to add another quality to their attraction. I would like to introduce you to some other recent ideas which can keep you busy during the frostbite season, and catch you more fish when the weather breaks.

Decorating the heads is a good place to begin. Painted heads can be bought, but not in all styles and usually only in white, yellow, or red. How about trying fluorescent heads this year? Fluorescent paints are not new, but they are a big leap forward when applied to the leadhead. The increased brightness of this type of paint, makes these lures more visible in murky waters, at greater depths, and particularly in the half light of dawn and dusk. Fluorescent colored lures have been making a reputation for offshore trolling; now you will find out how they can increase your sport in shallower waters. The paints are available in spray cans for artwork, but I stick to those that are formulated for more rigorous uses. Such products are available from suppliers of materials for building lures.

Your first decision will have to be whether to make the leadheads or to purchase them. Plaster of Paris molds of your favorite shape are not too difficult to make. However, the amount of time and care needed, plus the hazards of fumes from the molten lead, the possibility of splattering if your mold contains any moisture, and the limited life of the mold, lead me to suggest the purchase of a ready made metal mold to be used in a well ventilated room. Hooks to fit these molds are widely available. Do not buy molds fitted to take Aberdeen hooks. Most of our salty fish will straighten an Aberdeen without trying. O'Shaugnessy hooks are your choice and many molds are made to take them. They are available with either forged or round wire bends. Either style is adequate for most uses, but if you use very heavy tackle and force your fish, choose the forged hooks. This is not a foolproof choice, as I have had large stripers bend out forged hooks just with the pressure of their jaws, but it is the best choice for you. No one wins them all.

There is another way to go. That is to buy ready made unpainted heads to suit your needs. Many shapes and sizes are available in local tackle shops. The way to save some money is to buy in quantity. One of the houses on my list offers them in units of a dozen or more in sizes up to one ounce, at good prices. Remember to insist on O'Shaughnessy hooks, and only in tinned or tin over cadmium finish. The gold finish does not hold up well in the ocean.

Now we are ready to apply the finish. The fluorescent paint which I have used is an epoxy type (have to mix two parts before using) which adheres to metal fairly well. It can be further hardened by heating, but if you fish around rocks it will chip anyway. The extra effort involved in baking does not seem worthwhile to me since chipped heads seem to produce just as well as the perfect ones. A primer coat of white is necessary before using the fluorescent colors. Use the same brand paint to be sure that they are compatible. I have found fluorescent orange and chartreuse (yellow) to both be very effective. At the present time, I am decorating heads with fluorescent green to make some sand eel imitations, and will experiment with the pink and red, as well as the luminscent paint which glows in the dark after exposure to a flashlight.

Leave some of the heads that you paint, without any dressing, and combine them with live or cut bait next season. When I fish for weaks I almost always use a fluorescent head. Try one with your jelly worms, or with a large sandworm. For the small school weaks, the smaller sized heads with a strip of squid on the hook are easy to cast, or just drag behind your drifting boat. By using a small head (one-half ounce or less) plus a killy you should increase your catch of fluke considerably. Do not use any sinker, and gently bounce the combination along on the bottom. With light line this is no problem in most bay areas. If the current is very strong and the water too deep, go to larger heads. Any bait fish can be used on these heads. If blues are around, they will also go for the rig. You may lose a few to bite-offs, but that would be true about any lure where blues are concerned.

A new tail material consists of very fine strips of mylar tinsel which comes in hanks so that you can easily cut a batch to dress a head. This plastic flashes like the sides of a baitfish and it can be used alone or in combination with hair. There are two brands on the market: bulk tinsel and flashabou. Either product produces a flexible, vibrantly flashing tail in silver, gold, green, red, blue, or other colors. I have found that a small cluster on each side of the hair of a regular bucktail adds a lot to its attraction. My best results, however, has been accomplished by using a very short skirt of mylar on the head, and then using the lure with bait on the hook. The skirt provides action and flash to attract fish, while the bait makes

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them hit. The flashy stuff should be trimmed so that it does not reach the bend of the hook. In this way it will not tangle with the bait or interfere with hooking the fish. Tie up a few to be ready for the weaks and fluke.

Another big winner which you can easily put together is the tube tail lure in its many variations. The shorter "Tiger Tail" with its magic marker stripes or the longer "Nordic Eel" are both made wtih the same materials. Rubber or plastic tubing are available in a number of colors, but many of the sharpies stay with the natural translucent tan surgical rubber for the shorter lures. Red, green, and white all produce very well at different times in the longer Nordic Eel shape.

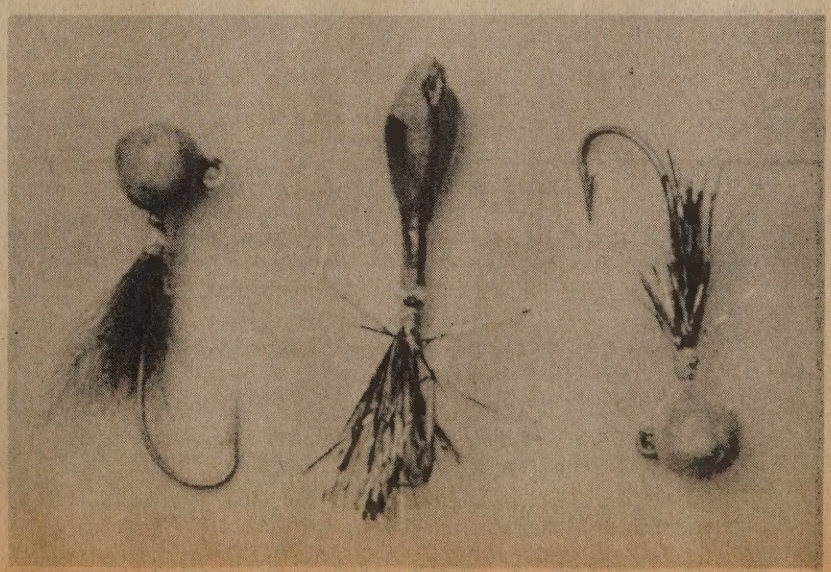
If you buy heads in quantity, choose a bullet shape for the tubes in weights to suit your waters. The New York Bight fishermen have been using heads in the one to two ounce range depending upon water depth and current conditions. They take quantities of large weaks, blues, and many stripers each season. Many of our local tackle shops offer the exact heads used on the commercially made lures. They also sell the tubing in various diameters. A sharp scissors will probably be all that you need in the way of tools.

The Tiger Tails are made by cutting a piece of tubing off the end of the strip with a slanted cut. Measure it first by holding the square cut end of the tube up against the part of the head that it will butt against. Now mark the spot where the bend of the hook intersects the edge of the tube. Begin your cut at this point. Most tubing has a curve to it. Try to make your cut so that the curve of the tube will be up or down when mounted on the head, not to the side. This positioning allows you to swim the lure in a straight line, which seems to work better. A Nordic Eel begins the same way, but before cutting all the way through the tube, you flatten your cut to make a long floppy tail. You can get an idea of general configuration from my picture. Try to match the diameter of the tubing to the heads which you have. If the tube is a little small you can force it onto the head; but if it is larger you may have to wrap the head with a little string, smear it with cement, and then force on the tube. These same lures were also great for school tuna last year at Montauk. Most of the time I use unpainted heads because they work very well with tube tails.

Try to get together with some friends in building these lures. Buying in quantity usually means savings, and with the price of everything so high you can find plenty of other things to use the money for. Make more than you think you will need because blues will take their share no matter what you do or where you fish. Rough bottom will also eat a few. Half the fun is in the anticipation of the fishing while you are working. I hope that they give you as much enjoyment as they have to me.

Materials for making the tube lures.

Tiger Tails and Nordic Eels.



Mylar tails and short hair to use with bait.

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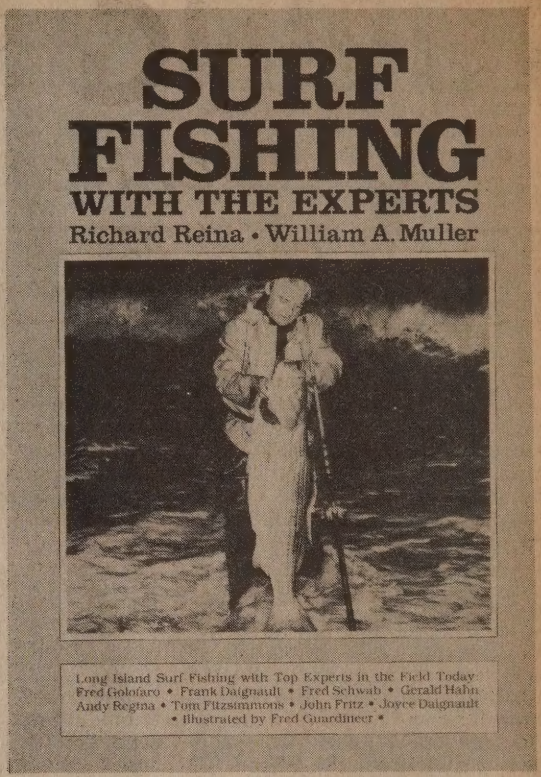
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LURING STEELHEAD

by Rich Giessuebel

Catching steelhead in the famed Salmon River on lures isn't as hard as it appears.

As the cold winter weather sets in, the steelhead trout begin to make their annual migration up the famed Salmon River in Upper New York State, near Pulaski. Fish ranging from 3 to 25 pounds can be caught in this wide tributary of Lake Ontario. Anxious to take bait, the steelhead on most occasions can be coaxed into striking a deftly presented lure or fly. Once one of these tremendous battlers decides to strike out at the lure, all hell breaks loose. The rod will actually double over and the fish will usually head right up for the surface. One, and perhaps two surface explosions will occur. As the weather gets colder, the fish will stay in the water more, and bottom tugs-of-war will take place. However, no matter what the setting, a steelhead on steelhead tackle is simply "dynamite."

What makes this a rather worthy battle is that coupled with the fast flowing current of the Salmon River, the rather large size of the fish, and his tremdnous fighting abilities, he is also very line shy and in order to catch him, 8 pound test line is considered average. On occasions, you may have to go lighter and, of course, on dark days you might be able to get away with much more. But, mix the above ingredients with the steelhead and you are in for one battle.

The proper tackle should be class 3 reels. That is to say, any 3, 30, 300 or 3,000 reel that is capable of holding eight pound test line will be sufficient. Check manufacturer's specs and ascertain that the reel is to be used for heavy freshwater, and light saltwater angling. For example, one of the better reels on the market is the Shimano MLZ 30. While the Ryobi MX 30 would be another. If you follow the above description, then regardless of make, you will be able to get the right reel to get the job done efficiently. Don't skimp on cost, although these two reels mentioned aren't too expensive. Don't go with a cheap outfit. The drag will probably not perform properly and you may run the risk of losing a trophy fish.

Since winter steelheading is a hardy sport, and since it gets very cold around Pulaski during the winter, fish basically limp monofilament lines such as Cortland, Ande and Berkley. They will get stiff in the cold, but will remain much more fishable than the stiff to begin with Stren.

Another consideration while fishing lures is to make certain to use only top quality snap swivels. You should go with only Berkley or Sampo snaps while fishing swimming plugs, and

(Continued on next page.)

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you should go with Sampo Coastlock swivels while using spinning lures. Although these items are more expensive, you can rely upon them to get the job done and not break or straighten out. If you have ever had a snap swivel straighten out, it is a horrible feeling. Not only do you lose a possible trophy, but you lose an expensive lure. So, fish the best and avoid swivel failure.

As for the rods to use, most major companies are putting out 8 to 9 foot steelhead rods. Shimano, Shakespeare, Loomis, Fenwick, Eagle Claw, and Kunnan all make acceptable steelhead rods. Some guys, however, prefer to buy custom wrapped rods. This is the more expensive way to go, but you do guarantee quality through this effort. Others will purchase "noodle rods" which are very long and flexible rods capable of using 2 and 4 pound test lines. By rod flexibility, the rod is designed to take the abuse and allow you to use much lighter lines.

One thing that you should know is that the long rods are necessary in that the fish can make very long runs up or down stream. The long rod held up high will allow you to keep the line up and out of harm's way. Namely, it will allow you to move around boulders and underwater ledges where a shorter rod might allow your line to brush up against such obstacles, thereby standing a greater possibility of allowing the fish to break off.

The lures required to take steelhead are simple and there really aren't that many of them. For swimming plugs, go with the Luhr Jensen Banana Plug, Fire Plug, or Hotshot. As for colors, stick to very bright ones, such as all silver, gold or not orange. Not only will the bright colors prove highly visible to the steelhead, the colors will also keep you in eye contact with the lure while you are preparing to set the lure up for use in the stream.

For spinning lures, you want to fish heavy bodied lures very much like those made specifically for steelhead by the Mepps Tackle Company. Their Aglia, Comet, Aglia Long and Lusox blade in highly visible colors such as silver, fluorescent, redbo scale, silver/chartreuse, and black in sizes 3 or 4 make excellent choices. The most preferred lure is their B4 G 1/3 oz. Aglia Spinner with a Silver Blade or the AL3H FL-W Aglia Long with a fluorescent finish. These are heavy lures and can get the job done even in the swiftest currents.

In order to effectively fish with lures, the angler should have a decent knowledge of the pools and holding areas along the beautiful river. To most effectively present the lures, you must be aware of where the fish will be. Then you can cast your lures to best try and entice one of these sea run rainbows to strike. Some of the best holding areas along the river include: the clay pool near the mouth of the river; Silo Pool; the Black Hole; Staircase Pool; Long Bridge Pool; Short Bridge, Railroad Bridge, Compactor, Papermill, and Sportsman's Pools; Pineville Bridge; Trestle and Schoolhouse Pools.

Considering each one of these locations to have head and tail waters and a long glide down the middle, let's talk about how to best fish "a" pool. Since the steelhead love swift currents, you will find them in the headwaters or tailwaters of the pool. They will also lie along the center of the pool, or where there is considerable current. They will not be readily visible, because they blend in so well with the river bottom itself. However, with a keen eye, you can see the fish! What you must do is look for the white mouth. Steelhead have a tendency to open and close their mouths a lot. You usually see their big white mouths and then recognize the rest of the fish. Where the fish are waiting, that is where you must fish for them.

If they are at the head of the pool, set yourself up about 30 feet above the head of the pool and run a floating lure down towards the head of the pool. Once the lure has reached the desired location, engage the reel and allow the lure to dig into the current and wiggle for all it is worth. Move the lure around slowly and expect a strike at any moment. If none is forthcoming, allow some more line off your spool. Play the lure back some. Through this process, it will be possible to fish the entire pool.

However, problems do exist! For one, you will not be alone in the pool; so it will be difficult to work the entire pool. Work whatever section of river you can. Take your time and make certain to get your lure alongside as many rock features as you can. Also, try to keep your lure very near the bottom. Although the steelhead like swift currents overhead, by hugging the bottom, they conserve much energy. If a steelhead decides to take your lure, you will know it. They usually totally engulf the entire thing. They then allow the current and their bodies to pull away downstream. Soon after, they most often turn and head upstream into the current.

As the fish runs downstream DON'T try to stop him. If you can't hold him in the pool with your drag, do not increase the pressure with your thumb. Whenever this happens, the fish usually gets away. What you want to do is hang on and get him to turn around into the current. Now, sock it to him. He will not only be fighting your drag, but he will be against the current, too. Now it's only a matter of time.

Many guys like to net their fish. However, many lose their fish while in the attempt to net him. What happens is either the netter is too impatient or the fish isn't allowed to fight himself out. In either case, the netter goes for the fish and with one last powerful surge, the fish eludes the net, either breaking the line in the surge, allowing the netter to bump off the lure, or allowing the netter to

break the line. What is far better than using a net is beaching the fish. You will not be able to beach the fish before it is time. When it is time, the fish in shallow water will not be able to go anywhere and your trophy will be yours,

Now, there are occasions when you are waist deep in a swift current and 25 feet out from the shore. On occasions like this, fight the fish out until it is whipped, and then call for the net. Make certain the net is large enough to accommodate the fish and make certain that the net is nylon and not rotten. Many a fish gets free because it swims right through a rotten net. Check it!

While casting the spinners for steelhead, fish them as if they were bait. Cast them upstream and allow them to get deep as you retrieve them. If you do not occasionally feel the bottom, cast more upstream; and the converse is also wise. If you feel the bottom too much, cast less upstream. Once the lure hits the water, begin your retrieve. It will not be long until you know if the fish are going to cooperate. Now, work the three sections of the pool the same way as explained earlier. Try for the head waters by fishing to the side of the pool, but about 20 feet above the head of it and work your way down through the pool until you reach the tail end of the pool.

Some of the pools are just so large that you have to fish only one or two central portions of the pool. If this is the case, cast well enough upstream so that your lure will swing down and across the bottom of the pool. The deeper the better. At the first sign of a hit, lift up on your rod and expect the fish to get hooked. If it is a snag, lift the lure out of the trouble if you can.

Some other pointers are to bring a flashlight along with you, especially if you intend to try to get to your pool before daybreak. The river is treacherous enough with good visibility. Also, make certain to wear some cleats on the bottoms of your boots. This is the most slippery river in the United States. With cleats on it's still hard going; so don't make it any tougher than it is. Also, dress warm and wear a safety belt around the outside of your waders, thereby not allowing any water to get into your boots should you fall.

A thermos full of soup or coffee is advisable and by all means wear something to cover your head and ears. When the wind begins to blow and the air temperature is hovering around 17 degrees, you can bet your life it's cold. But—who cares! Especially when there are steelhead in the river and when you want one to hang on your wall.

Another point to make in closing is that if you do not want to take the fish and you intend to release him, then DO NOT fight him out! An exhausted fish will not live. Simply get him in as quickly as possible and set him free. Well, good luck and fishing!

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PARTY BOAT WHITING

by Ron Kometa

Here's a sensible way for Metro New York and New Jersey anglers to cash in on winter whiting.

About five years ago I started getting brave and began thinking about becoming adventuresome and taking a friend up on his offer to head through the Shark River Inlet for whiting in December. After all, I had never been out for whiting during that time of the year in a 21 foot center console and I thought it would be rather neat to drift and dream for whiting while listening to Christmas Carols as background music. We opted for a midday departure since whiting bite well in the afternoon and the rays of the afternoon sun would keep our extremities rather comfortable.

On the day of the big excursion, the weatherman was promising some hazy sunshine and clouds by late in the afternoon and some form of precipitation by midnight. Midnight? Heck, that didn't concern us since we planned on being in four warm walls by the witching hour. But they were "the plans" and as you can imagine we got something which deviated slightly from "the plans."

By 2PM that day, a 10 to 12 mph easterly breeze started moving and by 2:30 snowflakes the size of pancakes on the Aunt Jemina pancake box began tapping us on the shoulder. It was the type of wet snow which came coated with its own layer of Super Glue 3, because it stuck to everything. And by 3:30 PM, I thought we were stuck in the far reaches of the Northwest Territories in Canada since everything, including the whiting which were laying on the deck, were covered with the white stuff. It was amazing the carol "White Christmas" didn't come forth from the radio.

Along about the time the flakes were fluttering with the easterly breeze, a rather large vessel appeared off our stern. It had an overhang for protection from monstrous flakes of snow and wet, snappy wind and it had this luxurious item which had a cabin-like appearance. When the engines stopped we heard some wise so-and-so boast about the comfortable feeling of a heated handrail. For a moment I wanted to believe this object was just an apparition and was just a ghost of Christmas past or future. But, after a moment I realized it wasn't a ghost at all and it was the comfort of present: a party boat.

Now it wasn't bad enough the anglers on the big boat were comfortable, but they were catching fish. Single and double-headers were coming over the rails of the party boat and we even heard one guy, who sounded like the same one who rubbed in the heated handrail to us earlier, yelp about a triple-header. That made us feel anything but good about our predicament since we were busy trying to get our snow-covered fish off the deck and get the gear in one place so that we wouldn't be tripping on the stuff on the ride back to the barn. We had to succumb to the elements and head back to the dock while the anglers on the party boat kept playing Santa Claus and filling their sacks.

As far as I'm concerned there isn't any better way to go than a party boat when whiting is your target. Even when the frostfish are within a couple of miles of the beach, it's still the best way to go since fishing on a big boat offers the advantage of shelter and on most of the boats the chance to sip on a hot cup of coffee or even soup without having half of it spilled by the rocking on a smaller boat.

One of the best parts about fishing for whiting on a party boat is that you need no special gear to get 'em. Two basic types of rods and reels will do the trick and your choice of which one to use will depend on where you'll be wetting a line.

If you're sailing in the very late November and December time frame, there's a good chance you'll be fishing in less than 70 feet of water. And, if it's in-between Dec. 10th and New Year's Day, you'll have a real good shot at fishing in a lot less water. For example, depths of 20 to 25 feet of water right outside the inlets are typical when the whiting are inshore.

For the latter, you can get away with some of the lighter tackle which you used during the warm water

season for fluke. Essentially, something in the 6½ foot range which can handle up to 6 ounces of sinker will do fine when the whiting are tight to the beach. Six ounces of sinker is not the rule while fishing in shallow spots right outside the inlet, but if it does become necessary due to tides or winds or a combination of the two then you want to be able to keep your line from running from one side of the boat to the other. Tangles with top and bottom rigs with the temperature below 35 and the wind blowing at 20 mph are not exactly fun and the better you can control your rig, then the less chance you'll have of getting into a nightmarish tangle.

As the action shifts from the shallow spots to the rocks and ridges further off the beaches in the little deeper water, the lighter gear loses its practicality since heavier sinkers become commonplace and just about a necessity if you're not into "Ripley Believe It or Not" tangles. Since Mother Nature has the nasty habit of producing lots of wind during the winter months that usually translates into sinker weights to eight ounces on the rig. Put two 1½ lb. whiting and an 8 ounce sinker on the rig and drag the combination through close to 80 feet of water and I'm sure you'll see why the lighter gear becomes a bit difficult to handle.

By late January the whiting make another move but this one really becomes drastic because they head for the dark and deep Mud Hole. The time of year varies for the move to the Mud Hole, but sure as you're reading this column they do end up there. When they head to this spot, you'll want to dismiss all thoughts about any gear which isn't brave enough to handle depths to 250 feet and sinker weights up to a pound. A pound isn't the rule and neither is the 250 foot statistic, but it can be that drastic, so be prepared. While selecting your reel consider the size you put onto the heavy and medium to heavy rod. Remember the heavier the pound test, the thicker the diameter and that means a heavier drag on your line and a heavier weight to keep your offering on the bottom. A premium 20 pound test will be more than enough and the better quality lines have smaller diameters than the equivalent tests in the so-called economy lines.

Also, check the amount of line you have on the spool. Since you're cranking through fairly deep waters you want as much of a mechanical advantage as possible. So, make sure you have plenty of line on the reel since you'll get more line retrieved per turn of the handle with a spool which is loaded than when you have only a partially filled reel.

Another good part about fishing on a party boat for whiting is the sailing schedule. If you're not an early morning person and 7:30 AM departures do something wretched to your body and mind, then you can roll out of bed by midday and catch the 3PM "Magic Hour" trips. These trips are the six hour variety and put you back to the dock by 9PM and the best part is they are during the most productive times since whiting seem to bite best late afternoon to before midnight. And, if you want to catch an after dinner trip, then you can get the 7PM trip and still get to bed by a decent hour. These sailing times are only approximate and each northern Jersey port may not have each of these trips available everyday. I'd suggest checking the ads in The Fisherman or calling your favorite skipper for the schedule he'll be keeping.

One other fact is you don't have to drag along any extra special bait to catch these frostfish from a party boat. The bait supplied by the boat is what you'll need to catch the whiting. These guys know what to use for bait since that's their business and they want you to catch fish. If they suggest you cut up one of your whiting to use, then do it. They aren't telling you that to save on their bait bill. Quite often a strip of whiting is the ticket to getting a hit from a whiting; so take their advice and cut up a small whiting.

Oh, by the way. Don't forget the super warm clothes. The old saying, "You can always take it off, but if you don't carry it along then you won't have it to put on" works 100 percent on the water. Just talk to someone who has frozen their buns off while on the water and they'll testify to that.

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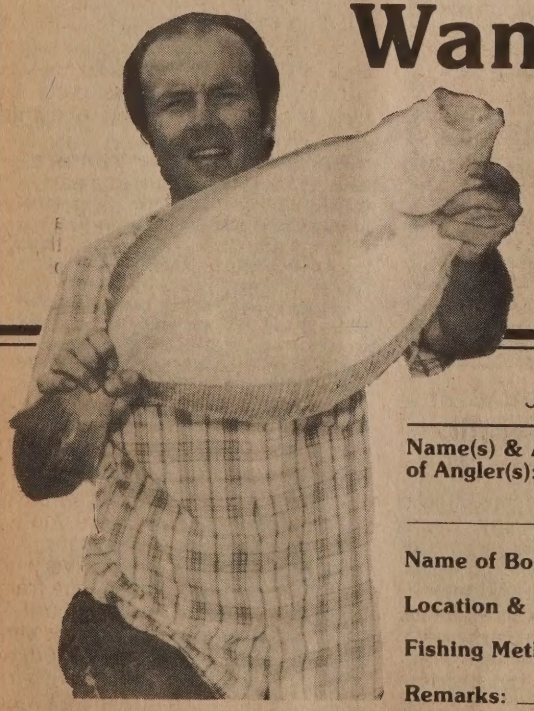

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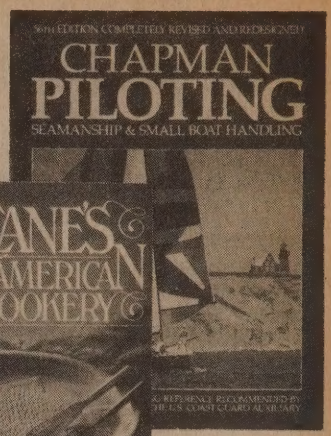

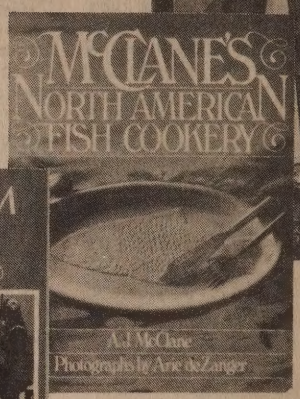

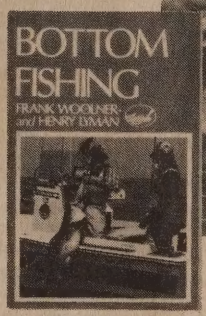

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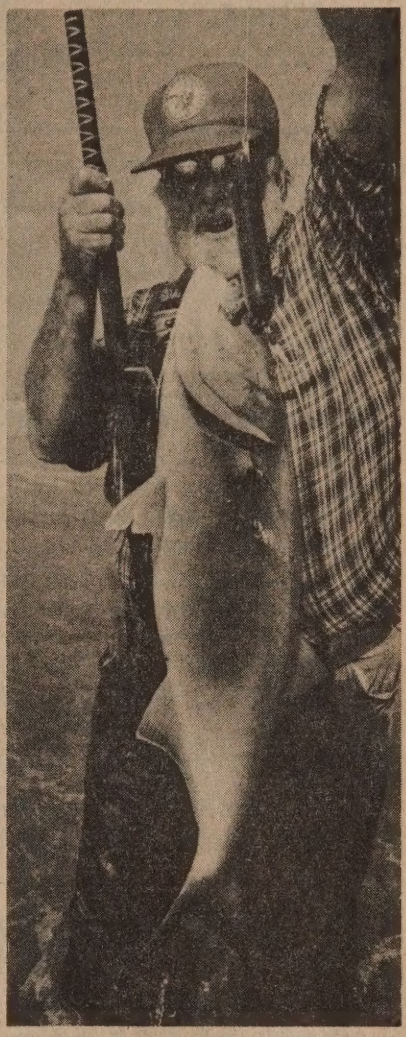

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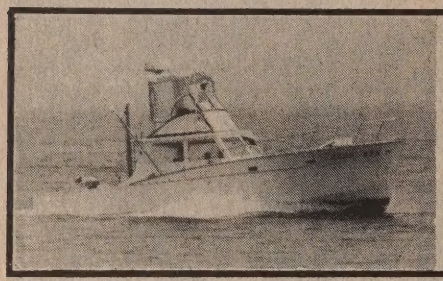

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East End REPORT

with Mrs. Lorry Mangan

Aboard the **Viking Starship** these last couple of weeks with a sailing schedule consisting of Wednesdays and the weekends, catches of cod at various drops around Block Island, Coxes Ledge and some private pieces have been picky to good depending on the day. Cod have been ranging from 8 to 20 lbs. with occasional fish into the 30s. The skipper noted that large schools of big pollock have been seen while not yet at Montauk, headed in that direction. The **Viking Fleet** has just mailed out its '85 schedule of Nantucket wreck trips and Georges Bank trips, with several innovations involved for '85. A call or a note to the Viking Fleet is sure to get you one of these schedules, and of course, watch for them in The Fisherman.

South Shore REPORT

with Fred Golofaro

The relatively mild winter weather has set the season back at least a

This huge chopper tipped the scale at 21 lbs. according to Captain Phil Lewis of the Montauk charter boat "Adios." It was taken at the Butterfish Hole by Terry Cooper of Peeks-kill.

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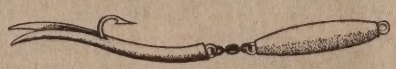

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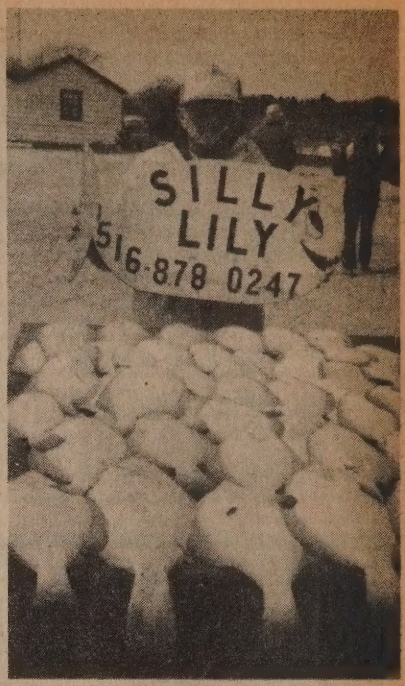

Sid Steinberg wtih a nice catch of Moriches Bay flatties to 2 lbs. made south of Haven's Point. Photo courtesy of Silly Lily Fishing Station in E. Moriches.

month judging by our first reports of the new year. While we were unable to confirm any Moriches Bay flounder action, there were rumblings that a couple of very good catches were made in the bay Christmas week. South Shore codfishing continued to be plagued with dogfish right up until this past week, when the doggies finally relented on the wrecks. This bodes well for some good open bottom action this month. Mackerel, which usually make their run past us in late November or early December did not appear until just last week. Several open boats reported very good catches through New Year's week.

GREAT SOUTH BAY/ FIRE ISLAND INLET

Captain Gordon Roman of the **Captree Queen II** landed on a good wreck this past Sunday. With a small crowd aboard, over 80 cod came over the rail. High hook for the day was Montauk charter boat captain Bob Rocchetta with 16 fish. Most fares managed between 6 and 9 cod with a 28½ pounder taking the pool. Most range between 8 and 14 pounds with a good number of fish over the 20 lb. mark. The real good news was that very few dogfish were taken during the day.

Captain Charlie Kennedy of the **Capt. Joseph II** said that while crowds have been small, the pod action has been holding up well with most of the fish still being taken on the wrecks.

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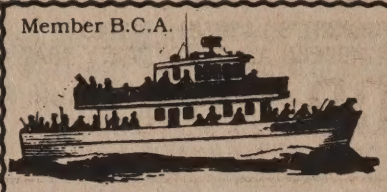

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An October charter aboard the Freeport based, "Blue Fin III," resulted in this 150 lb. tuna for John Soisson of Brewster, New York.

With just 6 anglers aboard on Sunday, over 50 cod were taken. At least 8 of the fish were in the 20 to 25 lb. class with the pool going to a 30 pounder. New Year's Day saw 17 fares take over 100 cod including a good number of fish in the 20 to 25 lb. class. Charlie noted too that only four dogfish were taken during Sunday's fishing.

Cod fans should note that Captree's Cod Derby now totals $1750 in cash and tackle prizes. Sunday, January 13th will mark the close of the contest, but until then, a $1 entry fee makes you eligible for the prize money. There will be prizes awarded for the largest cod taken on each boat, as well as for the two largest cod taken on the dock.

Captain George Tweedy of the open boat **Capt. Scotty III** reported fair cod action whenever he's been able to sail with a showing of some bigger fish in recent days.

Captain Carl of the open boat **Miss Captree** called to say that he has sailed his last cod trip for the season and asked that we thank those who patronized him in his first season. He reminded, too, that he will begin the spring flatfish season on the first Saturday in March, sailing daily at 8AM.

From **Edelman's Tackle** in Farmingdale, Lou Rosado reported that he

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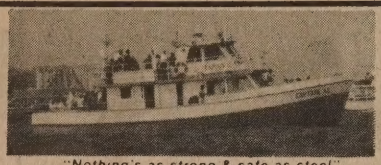
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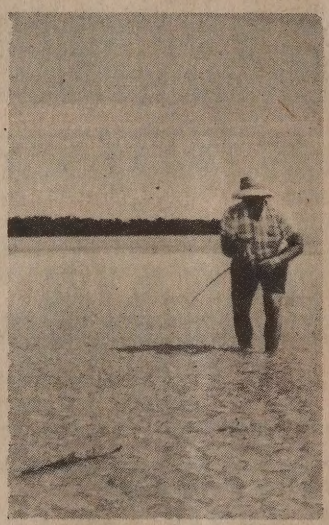

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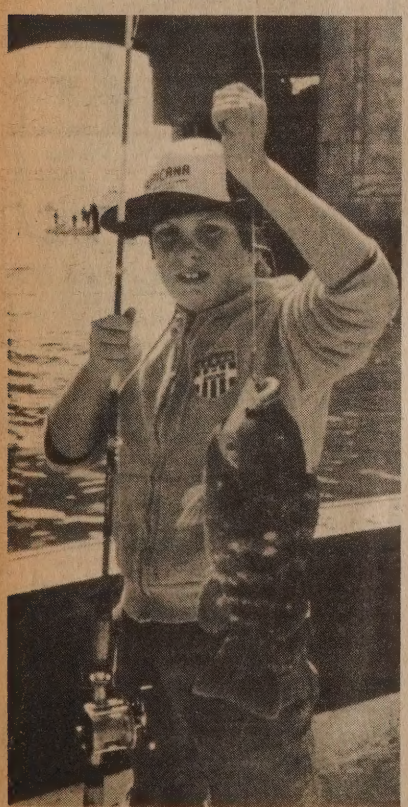
sailed on the Freeport based **Starstream** on Sunday. A moon tide created problems but there was some good action when the tide eased up. Lou himself managed 5 cod and a friend nailed down the pool with a 30 pounder. He added that no dogfish were taken from the two areas fished. He also relayed word that Carmine and Angelo Dunamurra teamed to take 5 cod to pounds on the **Speedy** last week.

West End REPORT

with Stu Miller

Codfishing continues to be the main game in town with catches still being made on wrecks. Numbers have been



Eight-year-old Brian Kearney of Massapequa shows the 4.9 lb. blackfish he caught during a fall trip aboard the Point Lookout charter boat, "Marie III."

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good to excellent, depending on the days and fishing should remain very productive unless some major storm or super cold front or snow storm belts us.

WEST END BAYS/ JONE'S INLET

A call from the **Capt. Al** told of excellent codfishing this past week, in fact the skipper described it as super. Sunday's body count was 275 cod with 15 cod high hook for Chris Cavallo, fish up to 30 lbs. Joe Gesavio of Valley Stream had 11 cod to 48¼ lbs. while Gene Sweets of Ozone Park was happy with 9 cod to 25 lbs. and Peter Savalvatio of Brooklyn decked 7 cod to 22 lbs. Monday, Tony Muir of Brooklyn made 10 cod to 46 lbs. while Dennis O'connor had 9 to 45 lbs. Tony Muir returned again on Wednesday and coaxed another 7 cod to 36 lbs. off the wrecks. Eight cod to 49 lbs. was the score for Kay Nasser. Al says now is the time to bag some really big cod-fish. All catches have been made on wrecks and please note, weekend sailing time is 3:30 A.M.

From the **Starstream II** we learned from Capt. Richie Kessinger that 12 fares on Sunday had 43 cod, with some fish in the 30s. Some fares had 6 to 7 fish. On Wednesday's trip, 55 good cod was the score for 12 anglers, fish going 10 to 15 lbs. into the 30 pound range. High hook was 10 fish on Wednesday. All fishing is still being done on wrecks.

The word from Captain Dick Hall of the **Super Spray II** is that Saturday's

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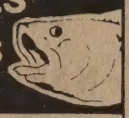

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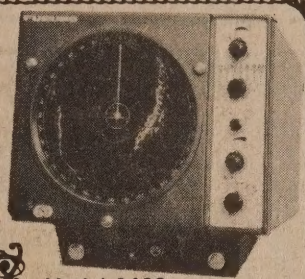

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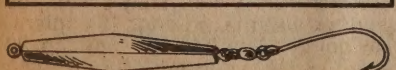

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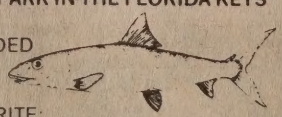

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Kevin Burke displays a big North Fork flattie. The three pounder was decked aboard the Orient Point based open boat, "Prime Time."

trip had a high hook of 8 cod, with fish averaging 14 to 18 pounds and the pool hitting 34 pounds. All fishing being done on wrecks.

NEW YORK BIGHT

From Captain Al Coley of the **Betty W. III** comes word that the boat's Cod Derby is now at $860. Leading is a lady angler named Beth with a 40 lb. cod, with second place a 30 pounder. Wednesday's trip for 9 anglers saw 200 cod taken up to 51½ lbs. on a wreck. Sunday's score was 90 cod from 10 to 14 pounds with a few fish into the 20s.

High Tide Tables

How to use tide tables: To compute the high tide for the area you wish to fish, simply find the closest area on the conversion table. Add or subtract the hours and minutes as indicated from that area station above. Example: Shinnecock Inlet . . . −0 50 is listed under "On SANDY HOOK." −0 50 means you subtract 50 minutes from the times given for the SANDY HOOK STATION for the day you are going fishing. This is the approximate time for the high tide in the area. For low tide, add 6½ hours to this figure.

DAY	SANDY HOOK AM	SANDY HOOK PM	BREAKWATER HARBOR AM	BREAKWATER HARBOR PM	NEW YORK AM	NEW YORK PM	NEW LONDON AM	NEW LONDON PM	WILLETS POINT AM	WILLETS POINT PM	BRIDGEPORT AM	BRIDGEPORT PM	NEWPORT AM	NEWPORT PM	DATE
THURS.	10:00	10:40	10:50	11:15	10:40	11:20	11:30	—	1:00	1:15	1:10	1:25	10:05	10:30	1/10
FRI.	10:55	11:35	11:40	—	11:35	—	12:10	12:25	1:50	2:05	1:55	2:15	10:55	11:25	1/11
SAT.	11:45	—	12:10	12:30	12:15	12:30	1:05	1:20	2:40	3:00	2:50	3:10	11:50	—	1/12
SUN.	12:30	12:40	1:10	1:25	1:05	1:20	2:00	2:25	3:35	4:05	3:45	4:10	12:20	12:45	1/13
MON.	1:25	1:40	2:10	2:25	2:00	2:20	3:00	3:30	4:40	5:15	4:40	5:15	1:20	1:50	1/14
TUES.	2:25	2:45	3:15	3:30	3:00	3:25	4:05	4:40	5:55	6:50	5:45	6:20	2:25	2:50	1/15
WED.	3:30	3:55	4:20	4:40	4:05	4:35	5:05	5:40	7:15	8:05	6:50	7:25	3:25	3:50	1/16
THURS.	4:35	5:00	5:20	5:45	5:10	5:35	6:00	6:40	8:25	9:05	7:50	8:30	4:25	4:50	1/17

On Sandy Hook

STATEN ISLAND	+0 27
ATLANTIC HIGHLANDS	−0 01
Red Bank, Navesink River	+1 48
Long Branch	−0 34
SHARK RIVER INLET	−0 18
Shark River Basin	+0 27
MANASQUAN INLET	−0 12
Seaside Park	−0 33
Mantoloking bridge	+5 34
TOMS RIVER	+4 37
Waretown	+2 33
BARNEGAT LIGHT	−0 20
Manahawkin Bridge	+2 33
Beach Haven	+1 47
LITTLE EGG INLET	−0 01
Seven Islands	+0 12
Graveling Point	+1 05
Mullica River	+1 55
Grassy Bay	+1 08
ABSECON INLET	+0 14
Atlantic City Pier	−0 26
Great Egg Harbor Inlet	+0 12
GREAT EGG HARBOR	+0 44
CORSON INLET	+0 09
TOWNSENDS INLET	+0 06
HEREFORD INLET	+0 02
Grassy Sound Bridge	+0 45
Cape May Harbor	−0 02
Rehobeth Beach	−0 07
INDIAN RIVER INLET	+0 41
SHINNECOCK INLET	−0 50
Shinnecock Bay	+1 25
East Quogue	+2 45
Shinnecock Canal	+1 18
Indian Reservation	+3 05
MORICHES INLET	−0 56
Smith's Point	+3 28
Hart's Cove	+1 30
Pontunk Point	+3 35
Mastic Beach	+3 28
FIRE ISLAND INLET	−0 38
Democrat Point	−0 38
Coast Guard Station	−0 19
Fire Island Light	+0 47
GREAT SOUTH BAY	
Sayville (Brown Creek)	+3 39
Heckscher State Park	+3 20
Bay Shore	+2 23
Babylon	+2 12
Amityville	+2 21
JONES INLET	−0 19
Zachs Bay	+1 25
Seaford Harbor	+2 05
Freeport Creek	+0 34
E. ROCKAWAY INLET	−0 06
Long Beach Bridge	+0 19
ROCKAWAY INLET	0 00
Beach Channel Bridge	+0 38
J.F.K. Airport	+0 26

On Bridgeport

Lloyd Point	+0 08
Cold Spring Harbor	+0 08
Bayville Bridge	+0 13
Eatons Neck Point	+0 03
Northport Bay	+0 03
Norwalk Islands	+0 10
Smithtown Bay	+0 08
Cranes Neck Point	+0 05
Port Jefferson Hbr. entrance	+0 03
New Haven Harbor	+0 08
Mount Sinai Harbor	+0 05
Herod Point	−0 07
Mattituck Inlet	+0 05
Horton Point	−0 20
Truman Beach	−0 42
Falkner Island	−0 13
Sachem Head	−0 10
Branford Harbor	−0 07
New Haven Harbor entrance	−0 08
Milford Harbor	−0 07
Stratford, Housatonic River	+0 27
Shelton, Housatonic River	+1 36
Black Rock Harbor entrance	−0 03
Saugatuck River entrance	−0 01
South Norwalk	+0 10
Greens Ledge	−0 01
Stamford	+0 04
Cos Cob Harbor	+0 06
Greenwich	+0 02

On New London

Orient	+0 36
Little Gull Is. (Race)	+0 12
Greenport	+1 04
Southold	+1 43
New Suffolk	+2 26
South Jamesport	+2 32
Shinnecock Canal	+2 33
Noyack Bay	+2 05
Sag Harbor	+0 59
Three Mi. Hbr., Gardiners Bay	+0 21
Promised Land, Napeague Bay	−0 14
Montauk Inlet	−0 25
Montauk Point, north side	−1 13
Niantic	+1 20
Stonington, Fishers Is. Sound	−0 33
Noank, Mystic River ent.	−0 23
THAMES RIVER	
Smith Cove entrance	−0 01
Norwich	+0 12
CONNECTICUT RIVER	
Saybrook Jetty	+1 10
Lyme, highway bridge	+1 24
Essex	+1 38
East Haddam	+2 41
Higganum Creek	+2 54

On Willets Point

Little Neck Bay	−0 10
Execution Light	0 06
Manhasset Bay	−0 01
Hempstead Harbor	−0 11
City Island	−0 03
Rye Beach	−0 28
Port Chester	−0 09
Mamaroneck	−0 08
New Rochelle	−0 24
Davids Island	−0 02

On Breakwater Harbor

CAPE MAY POINT	−0 10
Miami Beach	+0 17
East Pt., Maurice River Cove	+0 53
Egg Island Point	+0 33
Cape Henlopen	−0 05
ROOSEVELT INLET	+0 09
Mispillion River entrance	+0 33

On New York

Jersey City	+0 07
George Washington Bridge	+0 46
Spuyten Duyvil, W/RR bridge	+0 58
Ossining	+1 53
Peekskill	+2 24
West Point	+3 16
Newburgh	+3 42

On Newport

Sakonnet	−1 10
Tiverton (between bridges)	+0 21
Beavertail Point	−0 02
Prudence Is., Sandy Point	+1 10
Bristol	+1 10
Warren	+0 21
Nayatt Point	+0 12
Pawtucket, Seekonk River	+0 21
East Greenwich	+0 16
Wickford	+0 12
Narragansett Pier	−0 08
Point Judith Hbr. of Refuge	−0 07
BLOCK ISLAND	
Great Salt Pond	+0 05
Block Island (Old Harbor)	−0 14
Watch Hill Point	+0 44

Sunrise/Sunset

DAY / DATE:		RISE:	SET:
THU.	1/10	7:27	4:48
FRI.	1/11	7:27	4:49
SAT.	1/12	7:27	4:50
SUN.	1/13	7:26	4:51
MON.	1/14	7:26	4:52
TUE.	1/15	7:26	4:54
WED.	1/16	7:25	4:55

Moonrise/Moonset

DAY / DATE:		RISE:	SET:
THU.	1/10	8:58PM	10:03AM
FRI.	1/11	10:11PM	10:31AM
SAT.	1/12	11:24PM	10:57AM
SUN.	1/13	—	11:22AM
MON.	1/14	12:36AM	11:49AM
TUE.	1/15	1:49AM	12:18PM
WED.	1/16	3:02AM	12:53PM

Moon Phases

NEW	1st Qtr.	FULL	Last Qtr.
1/21	1/29	1/7	1/13

The Original Knight SOLUNAR TABLES

The schedule of solunar periods below will help plan your day so that you will be fishing good areas during the time when the fish should be most active. The tables are not a guarantee you will catch fish, however.

The major periods begin at the time shown and last for 1½ to 2 hours thereafter, and are in the bold typeface. The minor periods are shorter in duration and the lighter typeface.

	AM Minor	AM Major	PM Minor	PM Major
Thurs.	7:50	**1:40**	8:20	**2:05**
Fri.	8:50	**2:35**	9:15	**3:00**
Sat.	9:40	**3:30**	10:10	**3:55**
Sun.	10:35	**4:25**	11:00	**4:45**
Mon.	11:15	**5:05**	11:55	**5:30**
Tues.	—	**5:55**	12:05	**6:20**
Wed.	12:35	**6:45**	12:55	**7:10**
Thurs.	1:25	**7:35**	1:45	**8:05**

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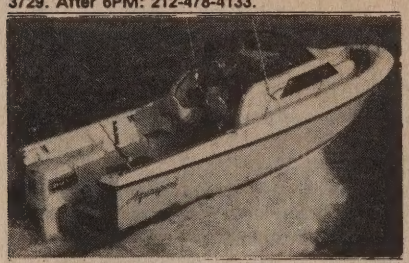
42' Hatteras, VT 903s
31' Columbia tower. Hot to sell
31 Bertrams-several available
32 Blackfin 3208T cats, tower
21' MFG, open sport
We need listings. We find boats for you at no cost to you.
32' 1953 Custom Gilliken Flybridge, wood
22' Penn Yan, flybridge
2 28' Luhrs Sedans
28 Uniflite Salty Dog twin gas, tower
23' Sea Bird, twin I/O
23' 236 Mako, 235 Evinrude, Loran
Call SEA JAC BROKERS, Jacksons Marina, 728-4220/6627. Tom or Chris.

"REGINA-M" CHARTERS. Flounder, fluke, bluefish & shark. Fast 22' mini-Sportfisherman, CG licensed 1-4 passengers. Latest electronics & custom tackle. Bay/Ocean fishing from Island Park. Inquire about reasonable rates. Beginners welcome. CAPT. PETE MIKOLESKI, 212-306-3729. After 6PM: 212-478-4133.



AQUASPORT 17'-28'. MARINELAND—the small boat specialists. Long Beach, 516-889-5000. Mattituck, 516-298-4020. Bronx, 212-824-4000.

1981 TOPAZ 24' cuddy cabin I/B 350 OMC FWC. Full canvas. Low hrs; like new. $15,500. 516-587-6562.

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1978 Weekender 24'. Full electronics; new canvas/camper back; stand-up head. Low hrs. Fish wells. Excl. cond. $13,900. 516-378-8629.

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2-312; 4-$496; 6-$680; 8-$780; 9.9-$998; 15-$1100; 35-$1500; 50-$2295; 70-$2690; 90-$2830; 115-$3400; 140-$4100; 150-$4250; 185-$4600; 235-$5200. ELECTRA MARINE, INC., 610 Merrick Rd., Lynbrook, NY 11563. Scott & McCulloch parts. FOB/H. WI. 516-599-3003. We ship anywhere.

20% Off List Price on all Evinrude & Johnson Outboard propellers in stock. BURCK, 526 City Island Av., Bronx, NY 10464. 212-885-1559.

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Pair 1980 VOLVO PENTA 280 V8s FWC w/280 outdrives. Pair contra-rotating Nibral props plus spares. Balanced, blueprinted 1981; heavy-duty parts replaced major originals. Can troll, never raced. Outdrives never in water except when running. Incl. all systems. $5990. Days: 212-752-5960. Weekends: 516-587-5850.

1984 STARCRAFT 21' Mariner, 90 hp Evinrude, galv. trailer. Loaded. Dealer Demo. Save. DAVE BOFILL MARINE, 516-283-6736.

1972 Chrysler Fiberglass Boat 20'. Full canvas; blue interior. Newly upholstered. Cox trailer, 115 hp Evinrude motor. 1-718-357-5842.

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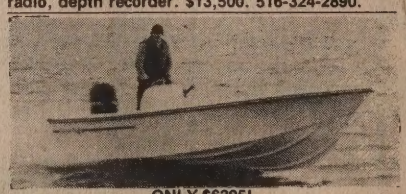
36' Heavy Aluminum Boat, V8 Palmer gass plus 6 cyl. Westerbeke diesel. Not installed VHF, scan radio, depth recorder. $13,500. 516-324-2890.



ONLY $6395!
18' STEIGER CRAFT, 50 hp Mercury elec. start. 21' model also avail. Commercial & pleasure models. MARINELAND: Mattituck, 516-298-4020. Long Beach, 516-889-5000.

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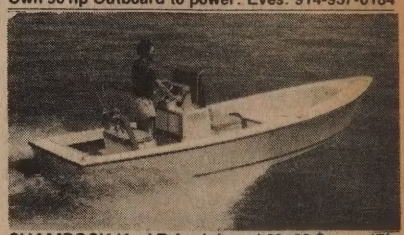

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24' GRADY WHITE 1979 Offshore cuddy cabin, 225 hp Mercury 1982; 15 hp Evinrude, 1981; VHF CB, digital & print-out recorder, AM/FM stereo, SW washdown, twin batt. Oversize tank. Clean boat. $15,500. Mon-Fri 9AM-5PM: 516-484-2233.

1968 30' Chris Craft Skiffs-2. Diesels 4-71 & 6-53. Low hrs.
1978 26' Glass Grover, 85 hp Perkins diesel. Mint.
1960 42' Bolger Canyon Fisherman, twin Cummins. Loaded.
1968 40' Columbian, twin Cats. Canyon Ready.
1969 33' Lobster boat, GM 4/71, Hauler.
1951 43' Wood Stern Trawler, GM 6/71.
1961 41' Hatteras Twin GM 6-53's, Super 6 man charter loaded w/electronics.
2-USCG Cert. Charter 45', GM 6-71. Ready to go.
1970 Dyer 29' Twin Gas, new power. Clean.
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1968 43' Egg Harbor Fisherman, twin GM 8/53. Loaded w/extras. Clean; low hrs.
1963 36' Columbian Canyon/6 man Twin GM 6-53's.
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1982 27' Sportcraft, Volvo 240 diesel. Every option.
1978 14' McKee Craft, 65 hp Chrysler, 1983 trailer. Full canvas, bilge pump. Mint.
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1983 Sportcraft 17' center console, 1984 Yamaha 90 hp. Excl.
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SEACRAFT Seafari 20. Super economical. 140 hp Mercruiser, new elbow & manifold in '83. Outdrive rebuilt in '83. New water pump in '84. New full canvas & cushions in cuddy, fold-out mini-galley. Dual batt., recorder & radio. This boat has been meticulously maintained & is in Bristol cond. Asking $8100. John. 516-725-4378.

SALESMAN'S DEMO: 21' HydraSport cente console. Mariner 200 hp oil injection motor & gal EZ Loader trailer. Entire rig in absolute showroo cond. All 1984. 20 hrs. use. Priced to sell! 51 431-5061/298-5800.

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GROVERBUILT 26/'80 Sportfisherman, hp Lehman Diesel 660 hrs. Tiller, rear ls. Simrad Loran, VHF, CB, Si-Tex recor sea Water Temp, digital depth, speed & ice. Pulpit, gin pole, outriggers & chair. $26, rm. Al Grover's, Freeport, NY 11520. 516-37 0.

14' MIRRO-CRAFT luminum boat; steering & controls; 6 hp Johns . $500. 516-581-0077.

1982 45 HP Chrysle /B, elec. start, control arm. Immaculate. Used e season. $1200. Eves: 212-645-3314.

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Eddie's gone craz check his prices:
Grady White 2040 vernighter
Grady White 240 fshore
See the all-new 2 Fisherman 1985 Model
1983 206 Islande 6 Ltr Seadrive-$22,900
1983 227 Seafare OMC 170 I/O. Extras-$19,750
1983 190 Tarpon 15 hp, T/T. Extras-$12,300
1981 190 Tarpon 100 hp Johnson-$8950
Privateer 18' C ed Bow
Privateer 20' c er console
Privateer 21' , 20" transom. C/Console or wheelhouse
Privateer 21' 25" transom
Privateer 21' , cabin & 25" trans.
1984 Private 21' 6" I/O Volvo C/C. Extras-$15,500
1983 16' Priv er C/C, windshield over-rail 35 hp Johnson
1983 Dell Q Dory 11' 25 hp Johnson-$3975
1983 Dell Q Dory 17', Helm w/s rail, flip-flop, ice chest se compass, 4 S/S R/H, lights control pkg. 70 hp nson O/B. Clearance. $7995.
1983 Glas ort 17' 5" Ski Boat. Rocket ship w/140h Johnson, incl. trailer. Loaded w/standar eatures. Overloaded w/extras. Must sell at $1 0.
1980 Chr Craft Scorp 21 - 21' I/O 188 Merc. Complet recond. & new canvas-$13,995
1976 Ma is 19' 115 hp Johnson; canvas-$3600 Neg.
13' Dell ey 1983 35 hp Johnson, Swivel seats & benches Full Bow, custom spray hood, rod holders 300
1979 M -O C/C, 1981 Johnson 55 hp. CG Pkg. Compa chart rec.-$5175
1975 rquis—Mint. New 1982 Johnson 90 hp-$4
Lots m used boats. Come in and see and save.

EDGS MARINE SERVICE CORP., 210 Bch. 2 St., rence, NY 11691; 212-327-3168.

80 PACEMAKER 26'10 Beam. Twin FWC, ctronic. Like new in & out & mech. $19,900. 7-8130.

977 23' ROBALO, 200 hp Johnson & 15 hp Aux. lew custom made canvas pilot house. Bow spray ood, Porta-Potti. All CG approved equip. Si-Tex depth finder, Gemtronics graph recorder, built-in teak tackle box plus many extras. Perfect running cond. Price reduced $11,500. 203-866-6313.

1980 30' Fiberglass Repco, 353 G.M. Diesel engine. A strong, dependable seaworthy boat that is reliable, economical & inexpensive to operate & maintain. Boat has stern controls & tiller bar, plus more. With or W/O electronics. 516-668-5130.

20' MAKO, 1982 150 hp, Hyd. steering, 90ch VHF w/scanner, 500 W recorder; Loran C, Sea Temp. gauge, stainless steel prop; 2 brand new 85 amp Surrette batt. Many extras. Very good cond. $7995. Eves: 516-239-2477. Days: 516-431-0399.

MAKO 224. Must sell. Offshore equipped w/twin 85 hp Evinrude, power tilt, SST props, stainless steel T-top. Electronics box w/Loarn, VHF, chart recorder, outriggers. Full gauges. Excl. cond. $11,800. 516-422-3665/3269.

BOATING EQUIP.

HUBBEL 50' 30 Amp Cord-$50. 516-661-9363.

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Continued On Next Page

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MISCELLANEOUS

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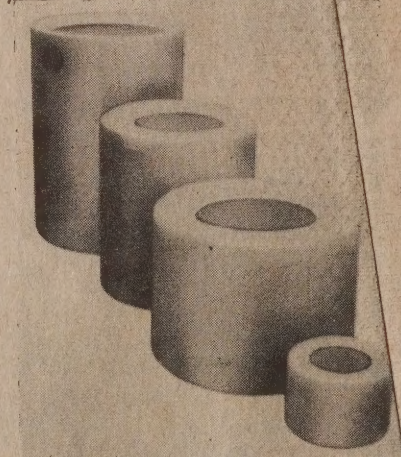

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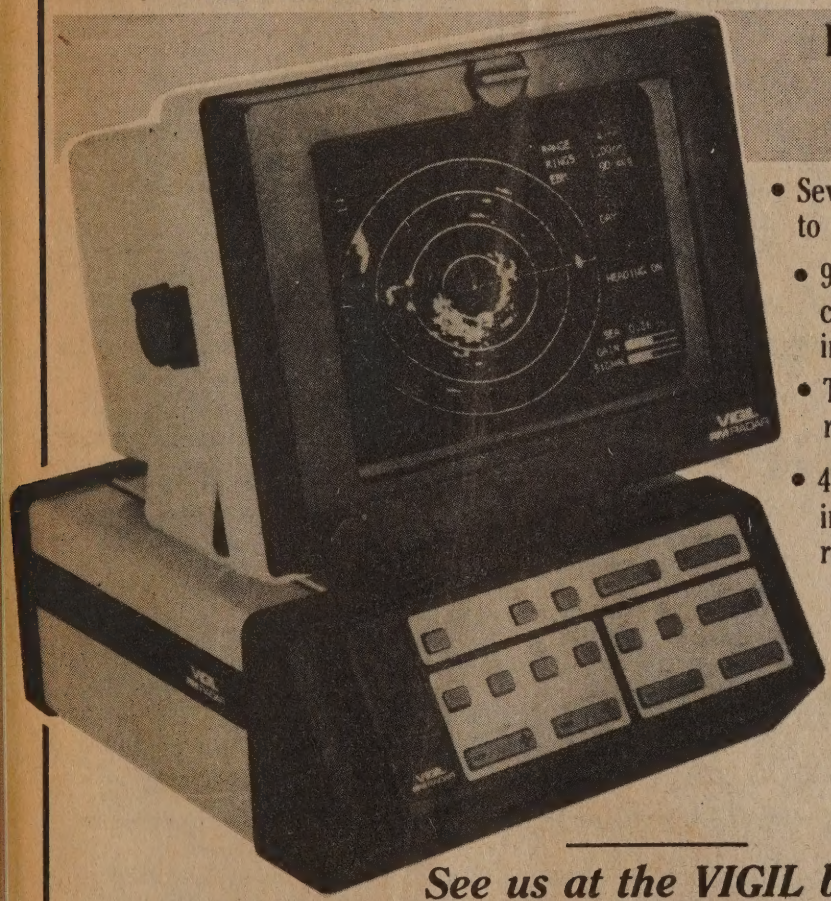

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DESCRIPTION

Subject is tall, dark and handsome. Subject is always armed and usually wears a bullet proof vest. Subject is reported to have a huge cashe of firearms & ammo.

HABITS

Subject usually found at Montauk or Freeport Subject can be identified easily because he usually has a Daiwa rod & reel in his hand. He can usually be found at EDELMAN'S in Farmingdale except when the fish are biting. He likes to fish in the stern of two party boats the "Starstream" in Freeport & the "Speedy" at Captree.

BEWARE

Subject probably will be seen at the "New York" Boat Show, Jan. 10-20 at the EDELMAN booths C-165 & 166 on the third floor giving away discount coupons.

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